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OCTOBER 1977 VOL. 4, NO. 3 $1.25

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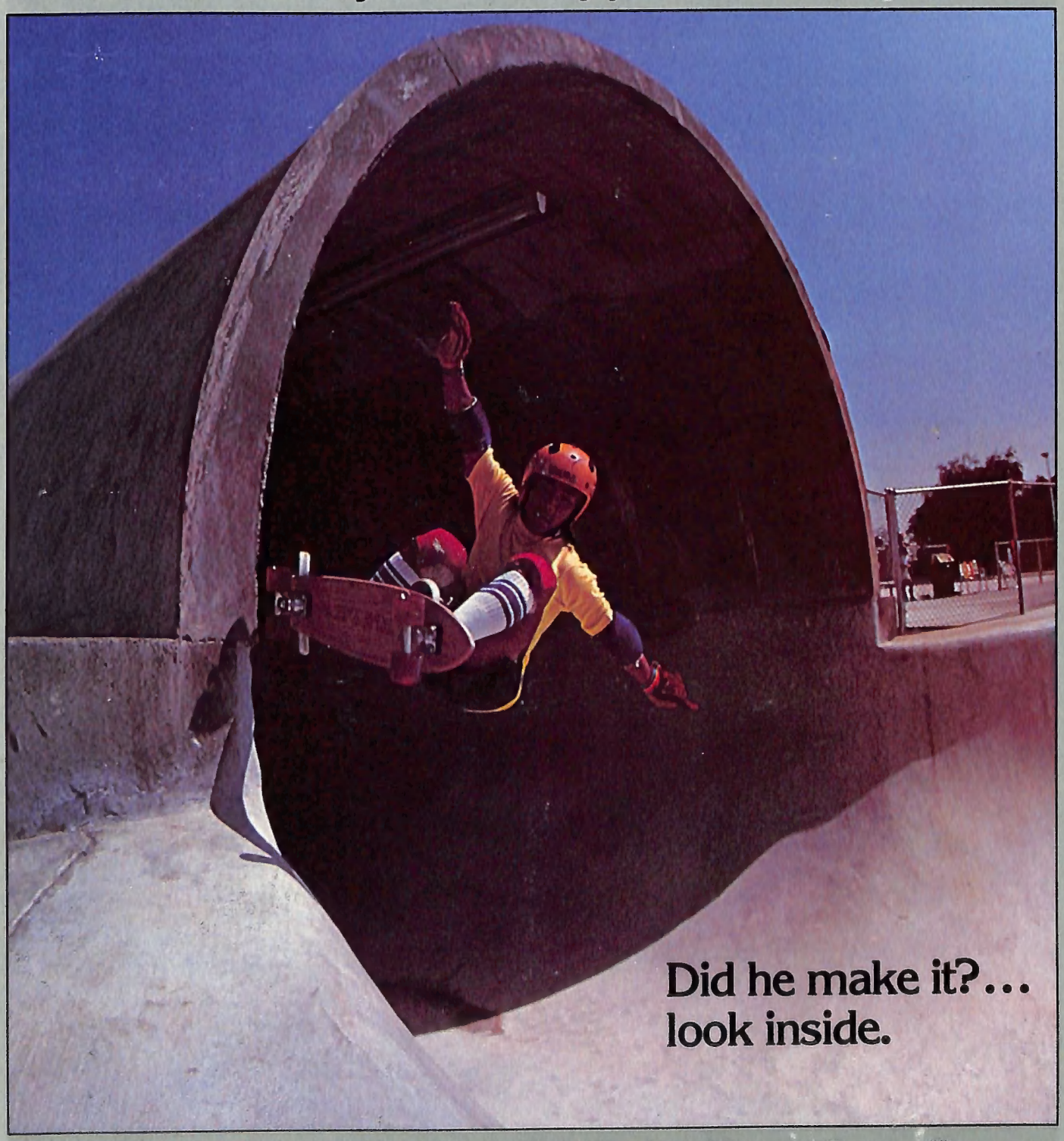
Interview: Tom Inouye—"I usually just look at the pictures."



On The Rampage: How To Build Your Own Ramp

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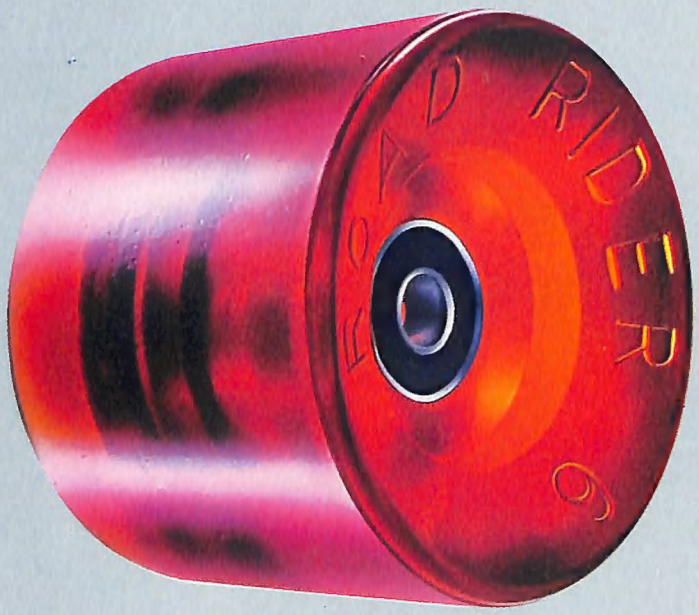

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VOLUME 4, NUMBER 2 OCTOBER 1977

ON THE COVER: Tom Inouye, in the process of achieving lots of air, media coverage, and—more importantly—grassroots respect; all of which is just a mere *partial* reflection of his thoroughly brilliant technique and subtle nature. For a completed sequential replay—turn to page 76. Photo: Bolster.

CONTENTS: Gary Owens, an element of the eye. Photo: Steve Wilkings.

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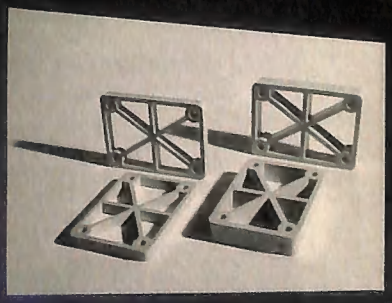

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A special thanks to the thousands of skaters who turned out to see the Hobie Pro Team during their U.S. summer tour. The team now goes to Europe and the message stays the same: Skate Safe and Have Fun.

BOB SKOLDBERG, who has conducted safety clinics for over 120,000 youths in the past year, recently took time off from the Hobie Summer Tour to win the giant slalom at the Akron World Championships, (televised on CBS Sports Spectacular). Bob is the designer of the Hobie Flex Slalom Board, which features tri-core maple veneer sandwiched between unidirectional and bidirectional fiberglass. The result is 100% reflex memory, unprecedented snap, instant acceleration, and *first place.*

KIM CESPEDES, pictured with the Hobie Flex Slalom and Kicktail Models, won the World Championships at Carlsbad, (televised on ABC Wide World of Sports). Kim's fluid surfing style and competitive attitude makes her one of the top professionals in both slalom and bowl riding.

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FAN MAIL

You guys should have a lot more pictures of that totally radical skate god, Tony Alva. He's my all-time fave. P.S. No more b.s. about tape recorders, man. This is SKATEBOARDER Magazine, not READER'S DIGEST.
T. A., Santa Monica, California.

In recent issues, you have been showing a lot of maneuvers in sequence. I want to express my approval of this practice. In older issues, one would see a hot skater in a radical position, and wonder, "and how does he get down?" These in-sequence shots show it all, and it's "hot."
Avery, Bellflower, California

THUPER THUMB

I'd like to see more photos and maybe even an interview with the Rhino's. Recently I've been into catting, and it is the best. I enjoyed your John O'Malley article, and your coverage of pipes has been outstanding! Your magazine is the best around, easily. I thumbed through two other skateboard magazines at my local drugstore. Thumbs down! Keep up the great work.
Caedmon Bear, Northern California

CREDIT WHERE IT'S DUE

In your July issue, you had a skate tip on how to do fakie 360's. You gave all the credit to Stacy Peralta for making this maneuver up, even though he didn't. I believe in giving credit where credit is due, and credit should be given to Nick Valaco (alias Flako), who invented this maneuver, along with the fakie. You may think that all the energy is in Dogtown, but I must say that the South Bay and San Pedro areas are more original. Take for instance, Gregg Ayres and Doug Schneider, along with many other unknown and radical talents.
Don Grey, A Radical Local (1st St. Pool)

CREATIVE COMPETITION

There hasn't been much discussion about people's views on competition in skateboarding lately. I am rather interested in this, though, so I thought I'd write a letter. Skateboarding is becoming such a large sport that new ideas and actions of the skating population are overwhelming. It is an ultimate sport: it's thrilling for those daring ones (dangerous, too!), fun and

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easy for some newcomers, it's a form of transportation, and it's even a good way to express one's self creatively. Because of its many variations and the humungus number of people involved, though, there are bound to be conflicts arising because of opinion. I have noticed that your magazine has become a way for people to release their anxieties and to express their opinion, ideals and their radical self-confidence. Every person has their own style and preference of riding terrain, equipment, etc. They should skate in whatever form pleases them. Skateboarding is a free (in mind, not money) sport, and since it is still somewhat new, people's minds are hopefully open to others' ideas and preferences. So skaters should be able to compete, doing whatever they want. In order to have competition, if skateboarding keeps growing, it will be necessary to divide it into the different aspects of it, or ways of going about it. There could be numerous events just for people's various abilities. Let's get it together!

Ruselle Revenaugh, Anaheim, California

SKI & SKATE FREESTYLE COMP.

As a former freestyle skiing competitor, I have noticed tremendous similarities in the evolution of competitive skiing and skating. It is obvious that skateboard competitions are modeled in many ways after freestyle skiing contests. At present, freestyle skiing at the competitive level is at an all-time low, and I was unfortunate enough to witness its downfall. In boom towns, there is usually a bust. These busts are due to many factors, greed usually playing a major role. This is what happened to the freestyle tour during the "75-76" season. At that time, the prize money being distributed by each contest's sponsor was at its peak, and there were two main circuits fighting for these sponsors' money. The result was the total extinction of one of these circuits during the 76-77 tour. The sponsors for the remaining tour were embittered by the bickering and lawsuits filed, which lowered the purse greatly, leaving less prize money than in previous seasons. Another factor in freestyle's downfall was the occurrence of serious injuries to several of its competitors. As the competitions became politically more complex, so were the stunts being performed. As in skating, skiing's outer limits have not yet been reached, and skiers were coming up with more difficult; and, consequently, more dangerous maneuvers. Ski areas were soon banning most aerial stunts in fear of liabiliity suits. The Professional Freestyle Association, the only remaining competitive organization, in turn had to tone down the stunts being performed in contests, thus lowering the excitement level. This summer, I moved from a skier's environment to a skater's environment, and feel almost as comfortable with the latter already. This, and your article, "The Cleaning Up of a Skate Guerilla," is why I was compelled to write this letter. I am afraid that if the people involved in the promotion of skateboarding in general, as well as the competitive level, don't take a closer look at what they are doing, or can do to the sport, we may have another dead sport on our hands. History does have a tendency to repeat itself. I'd hate to see a sport with such high potential go right down the bowl.

Jim Brickwell, Port St. Lucie, Florida

THE GREAT SKATE PLANET EARTH

As you can imagine, being a resident in Great Britain doesn't give a guy much opportunity to find out a great deal about skateboarding, so it was a great pleasure for me when your maga-

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Corky Carroll

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zine finally hit the newsstands. Skateboarding is really beginning to find an audience over here, and we are pressing hard for local government to help us by providing the proper facilities for safe skateboarding. As your magazine welcomes contributions, I shall endeavor to illustrate the problems we face at the moment, and make you all realize how lucky you are, and how unlucky we are, but until such time as we can enlighten you as to the problems skateboarders in Britain face, and Leeds in particular, here's wishing you safe skateboarding, and all the best for the future.
Michael Riches, Leeds, England

The first skatepark in Germany (and I think, Europe) is now being constructed in Munich. The first run will be open at the end of July '77. The finished park will include a pool (yes, without water) and several deep bowls (or so I hear). We are very stoked just thinking about it. It is being built in the Olympic Park, which already has some very nice ramps. This is the best news we've had since we left the states (Evanston, Ill.), and by God—*we will be back.* California, watch out, the blitz is on the way.
Deinhardt & Deinhardt Team

As with many Brazilians, I am now beginning to enjoy a new kind of sport. Skating is all we talk about, and all of us want to improve our skateboards with more accessories, designs, everything that can make our board faster, prettier and safer. Since this kind of sport has been developing only now in Brazil, I would be glad to exchange information to obtain more knowledge about the accessories we can use to improve our skateboards. And if you could, I would certainly be glad to receive stamps from you that I can stick on my board, something like a bumper sticker, or some accessories that are easy to handle by mail. That would enable you to make some commercial for your company overseas, while my friends and I would be proud to have the best, nice-looking skateboards in the area.
Rubens Magno Junior, Brazil
Anyone looking for a Brazilian pen pal? . . . Ed.

THE CHEAPEST GUY IN TOWN

It was just under two years ago that, while passing through Morro Bay on vacation from the east, I saw your first issue of SKATEBOARDER with Gregg Weaver on the cover. Hi, Gregg. Since then, I am never dulled by the advances that the sport has made, thanks to the abilities of all skaters, all over. However, I do find the "spit-on-me, spit-on-you" rivalries that exist out west a little hard to stomach. You people do not have any idea how blessed you are with facilities you have at hand to enhance your technique. Recently, here in Baltimore, the county council outlawed riding in the streets. At first nobody really sweated because a local recreation complex had already begun construction on a soon-to-be fantastic park. I might add that it will be. However, the cut-rate appliance center next to the park site, an original opposer to the park, discovered an infraction in the zoning. All construction efforts have since been wiped out, and no completion date has been mentioned. It is here that I shall speak on behalf of all my skateboarding brothers and sisters here in Maryland: "Hey, Big Jack, just because you cannot mount wheels and trucks on a 28-inch diagonal-screen Magnavox color TV set, or do Weaver turns with a combo washer-dryer from Kenmore, doesn't give you any right to step on us like you are. Truly, Mr. L, you are so

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BUILDING YOUR OWN SKATE RAMP

by
Mick Angiulo, Stan Diego, & Mel Cajon

Skateboarding, with the possible exception of "dirt-boarding," has always been confined to the asphalt and concrete. Generally, grassy lawns and backyards have been off limits. Polyturf and polyurethane just don't mix well. That condition may be subject to a rapid change, however, and if you see the kid next door banging away at what looks like a cross between a gallows and a fishing boat—watch out! He's buildin' hisself a skate ramp.

Skate ramps are a natural extension of bowls and pools, with the added advantage of being cheap, and capable of being constructed in an area of limited space. A ramp, built out of two-by-fours and plywood, will give you a little slice of a pool. Back two ramps together and you have a half-pipe. Forget trips out into the god-forsaken desert—do it in your backyard. The only limitations on a ramp are the builder's budget and imagination.

The bottom line is that anyone who can use a saw and a hammer can build himself a personalized practice pit, stick it behind his house, and go out for a spin whenever the feeling moves him. The possibilities raised by mass utilization of such a toy are exciting for the future of skating. To get everyone thinking, here's a brief outline of a backyard ramp that could put some height in your flight, brought to you be Gary Coccaro and Tom Stewart, industrial-design mutants for Sparks, Inc.

"Functioning as 'Rampage,' we are currently developing many concepts and possibilities related to the development of ramps and skateboarding in general. We'd like to share a few basic ideas so you skaters out in magazineland can work on your own backyard skate environment.

"Location is one of the most important factors to consider before you even start to build. If you are building in a residential area, make sure you're not violating any building codes or zoning laws. It doesn't make a lot of sense to invest time and money to build a ramp and then have a building inspector come around and tell you to take it down. Check it out first with your local county or city building department. Also, be aware of considerations which will affect your neighbors, like midnight beer blasts. If your yard touches a street—a ramp could be built which would tip over the curb and into the street. Check the law here, too. Police are often better left undisturbed. If you do use the street—watch out! Don't invite trouble; make sure someone is always spotting for cars.

"A driveway is better than a public street, naturally, because it's your own property. A graded driveway is better still—it means faster and more powerful takeoffs. If you set up in the driveway, put the ramp off to the side and enter from the paved portion of the driveway, hitting the ramp at an angle. The side of a house can provide extra strong support for a ramp, and you could even build one from your patio. The idea here is that there are plenty of safe places to set up a ramp without bringing any heat down on you. Oh yeah—better ask your parents.

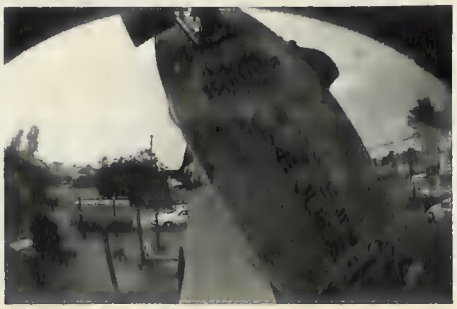
"As for the materials and design, first stop will be the lumberyard to pick up your materials; mostly 2 x 4's, 4 x 4's, some lag bolts, and a bag of 16-penny nails.

"O.K., say you want a 10-foot, quarter-pipe ramp. You need two identical, 90-degree angles to serve as a base for the whole thing. Take two 4 x 4's, 10-feet in length, and join them with the lag bolts to form a 90-degree angle. The angle has to be a right angle, so use a framer's square and a level to make sure your angles are exactly alike on both sides. Do the same to another two 4 x 4's, so that you have two angles. Cut three more 4 x 4 horizontal braces to measure 7'3½", and secure them between the angles using lag bolts six-inches long, with a diameter of either ⅜ or ½ inch. Set one between the top of the angles, one between the apex of each, and one between the other ends of the base. Countersink the lag bolts so the heads don't show. This span, from end of right angle to end of right angle, should measure 7'10½" to allow for the templates which will come later, so you will have a total span of 8'. There's the frame. Check it once again with the square and a carpenter's level.

"Now comes the most important part of constructing your ramp. Once your frame is square and level, you want to attach your curved template. First, lay a ¾" x 4' x 8' sheet of plywood on the ground. Draw a line down the center of its length. Next, lay two more identical sheets of plywood—long sides touching—next to it, forming a 12' x 8' rectangle. Then measure 4' in (on the 8' side) to find the center mark. After you've done this, measure 10' down, perpendicularly, from the center mark. This will make your measurement stop near the end of the third sheet of plywood. Find a good piece of string over 10' in length, and attach a nail to one end, and hammer it into the first center mark. Pulling the string tight, attach a pencil to the other end, adjusting it precisely so it reaches the 10' perpendicular mark. Next, hold the pencil perpendicular and move it from one end of the plywood to the other, being careful not to change its angle, because doing so could change the curve. Take the pencil off the string, and retie it eight to ten inches closer to the nail (the width you want your template to be), and continue to repeat the previous step until you've made five curves. Using a good saw with a new carbide blade, cut the curves out. (If you're not experienced in using such a saw, have someone who *is* help you, because you're not just cutting a simple straight line.)

"Now take one of the templates and nail it to the top of the ramp. Take a measurement where the other end of the template meets the frame, and repeat this step on the other side. Now you have two

Portable ramps, with entire plexiglass surfaces or windows, offer a uniquely safe, intimate perspective of one of the most unbelievable aspects of skateboarding, while opening up exciting potentials in terms of spectator appeal and participation. Tom Inouye, separated only by a ¾" thick sheet of plexiglass, illustrates this thought by bringing the three-dimensional intensity strikingly close to home.



templates hanging at the top of the ramp. Using one nail (so that you can adjust the hanging templates), take the other two templates and match them to the hanging template. What you are trying to do is continue the exact, continuous curve from the vertical top end of the frame, to the horizontal bottom end of the frame. Hold the hanging template out and match it to the bottom template, striking a clean line where the top and bottom templates meet. Then cut the bottom template so it fits flush, and fasten the two together with a small piece of 2 x 4, using nails or screws. Shave the overhang of the templates from the frame (you'll probably have to shave the bottom so it lays flat). Repeat this step on the opposite side. Now you should have the curve on both sides of the frame exactly the same.

"Having done this, you need to place diagonal braces to the outside of the frame. The braces must be resting on the underside of your templates, which will give them good support, as well.

"Your next step is to put your 2" x 4" studs between your templates. Place the first stud at the bottom part of the ramp. Nail first stud between templates just after the 4" x 4" cross-member of the frame. Take a tape measure, and securing the end of the stud, measure up to the top of the ramp. Make sure your tape is running along the actual top of the template and not just in a straight line. Make a mark every 16 inches until you can't go any further. Making sure the top of the stud is flush with the top of the templates, nail them together with 16-penny nails, also making sure they are even and square to the templates.

"Your plywood riding surface goes on top next. Start at the bottom of the ramp and work your way up. Your plywood's width should end on every third stud, and should bend to fit. Have your friends assist by sitting on the plywood. Nail with six-penny or eight-penny common nails, making sure they're even and square. On the last sheet, tip the ramp over so the top is on the ground, and brace wherever you think there could be a stress point—you can never brace it too much!

"There are many ways you can build a ramp; this is just one way, and each time we've improved our construction technique. From here, it's your ballgame. With a heavy amount of skating, the plywood should last at least nine months. If it starts cracking, pull the suckers off and put down another layer. You can improvise additions, coat it for better traction, or do anything your mind can imagine."

**Rampage is the trademark for Sparks Ramps and Special Effects Division. For further information, write to Rampage, c/o Sparks, Inc., 245 Rancho Santa Fe Rd., San Marcos, CA 92069.*

Estimated material needs for construction of the 10′ x 10′ quarter-circle ramp described above:

(4)—4″ x 4″, 10-feet long (construction grade).
(3)—4″ x 4″, 8-feet long (construction grade).
(1)—4′ x 8′ x ¾″ ACX plywood.
(3)—4′ x 8′ x ½″ ACX plywood.
(20)—2″ x 4″ x 8′ long (*good* construction grade).
2 lbs.—16-penny sinkers.
3 lbs.—6- or 8-penny common nails.
Approx. total cost = $150

Over the boards w/180° turn
Michael Martin—Town & Country

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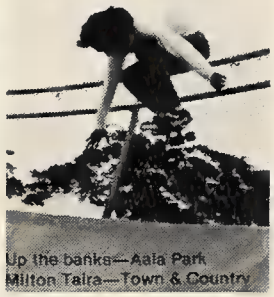

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right when you call yourself, 'the cheapest guy in town.' "
David Fisher, Baltimore, Maryland

ISLAND RIPPA'S

Recently while I was back in the islands, I was really stoked to see so many rippas such as, The Town & Country Team, the Aala Boys, and the boys from Mouse Town. All these guys were really cool to me after I met them. They took me to all their spots like Wallos, Uluwatu, Pearl City pool, Tiles, and Fox Hole. This letter was to tell you how cool the people back in the islands are, if you're cool to them! Keep on skatin', and hang loose.
Pineapple

EARTH LOCAL

I was just sitting reading this article in SKATEBOARDER about these guys in Hawaii that want to beef it out with Tony Alva because they think he is a haole or something. I think brothers and sisters all over the world should learn to love one another no matter what the other person is like. Just because someone is from some other land across the ocean doesn't mean he's not a local. I think the earth is everybody's land to share and to help each other to be stronger and wiser. Why can't everybody be a local everywhere? I live out here in the country about 20 miles south of Tallahassee. I have this 12-foot ramp built here behind my house, completely made of wood; there's no cement out here. It's too much of a "fer" piece to town to ride, but I go sometimes when there's an empty pool, or something like that. Otherwise I just stay out here in our peaceful country and ride my ramp, turn up my music, really get high. Oh, by the way, I think music is good to skate by, and that you can relate music to skating very easily. You just have to unplug your ears and let your mind, body, and soul flow. Anyway, Jimi Hendrix might have skateboarded often. You never know.
Jimi Odom

HE SAYS HE DON'T, BUT WE KNOW HE DO

Concerning the present rivalry between Dogtown and Down South, first of all, the guys in S.M. have a surprise comin' to 'em when they find out that my city's been called Dogtown for *at least* as long as I've lived here (15 years). And besides, who are you guys to claim Dogtown as your patented name? It wasn't even us surfers who created the name; it was the Vato locos who created it. If you guys don't believe it, cruise down *south* and visit with S.A.'s United Browns, and look at our graffiti walls. Now that doesn't say anything about S.A.'s skaters, 'cause we're not as hot as S.M. guys, nor San Diego, either. That's a fact, and I'm not afraid to say it. Alva, you said you skate and don't talk bull. Well, why don't you? If you're one of the hottest, people will give you credit. After all, in the pool issue, *all* skaters said you were one of the hottest, and they weren't all from D.T., so people *do* know who's hot. I've grown up in S.A., and know it's *at least* as rowdy as S.M. The trip down here is aggressiveness, and I believe aggressive skatin' is the only way to go, 'cause that's how you get better. But also, in my town, if you talk smack, you get smacked! So, Alva, Muir, and all the other guys that have to be put-downs, cool it and just skate rad. I dig your trip, except for the heavy put-downs. You guys are the originals, and everybody knows it. So mellow out and skate heavy. P.S. When's the pool duel?
Clay S., Santa Ana, California

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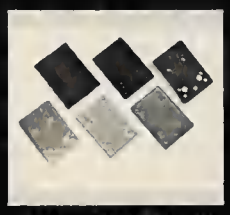

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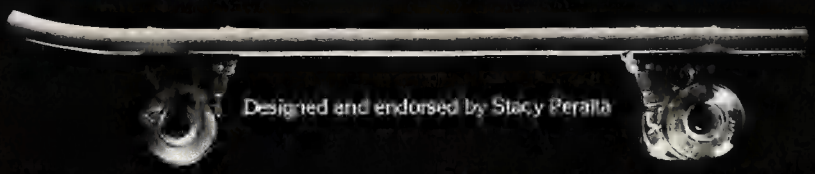

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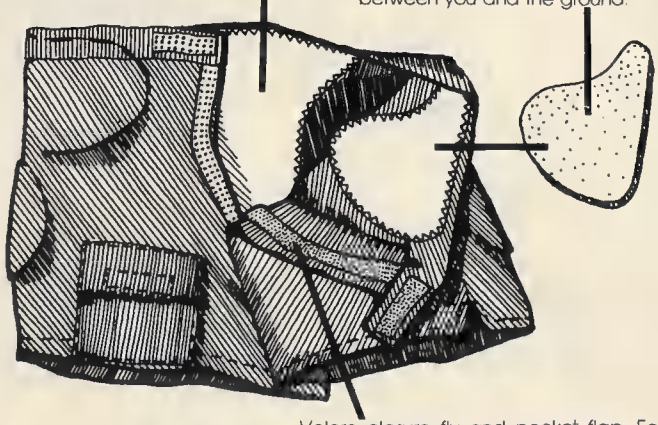

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WEIGHTING AND UNWEIGHTING

By Curtis Hesselgrave

Bowl and pool skating is beginning to approach perpetual motion. What makes this possible is correct use of body weight. If a skater weights and unweights his/her board correctly, it's possible to get to the top of any bowl, regardless of depth (Pipeline Skatepark in Upland, California has a 15′ deep, 48′ wide bowl that is consistently ridden top-to-top). The trick is to learn where to weight and unweight. This is what we are going to examine today.

Let's begin by reviewing some of the basic principles of body motion (we talked about these principles in Vol. 3 #2 and Vol. 3 #3). First, the center of gravity. Your center of gravity is located approximately 2″ below your navel. This is the spot where all body motion should originate. Let yourself settle down to your center—feel as if you have a strong lower stomach. All your juice comes from this area. At first it is perplexing to use this idea, but as you work with it, it will become comfortable and natural. Second, you need to relax. You may think that you are relaxed when you skate, but it is necessary to consciously look at every part of your body and relax it. If anything is being held stiff, you won't be able to use the full potential of your weight.

With these basics in mind, let's examine what is necessary to get height on vertical walls.

Your knees are the principal agent of weight control. Hips and ankles work in conjunction with the knees to control the main mass of your body. Knees must be relaxed and flexible enough to fold up completely, then extend to full length. Arms and shoulders should also be relaxed and flexible. Your arms provide the secondary thrust that completes the picture.

Let's begin our examination of techniques with a basic single kickturn on a pool wall. Push off and get your feet set on the board—for pools and vertical bowls, you should use a fairly wide stance. Your front foot should be immediately behind the front trucks; your back foot should be on the kick, with the big toe just on the flat in front of the kick. As you approach the transition, bend your knees about one-third, preparing to unweight as soon as you hit the transition. Your arms should be loose and held low—but out from your body. When you reach the transition, unweight straight up, throwing your arms up as you thrust with your legs. This is extremely important. If your weight doesn't go straight up, the pressure of your weight against the wall will slow you down or pitch you out from the wall. Once you have unweighted straight up, your knees must bend completely—all the way to your chest. It's as if you are sitting on your board. This keeps the pressure of your weight off the wall, and draws your board up higher. It also lowers your center so that you have more control. When you reach the peak of your upward ride—stall for a moment. This is the most dynamic moment of your ride. As you approach stall, your front wheels should already be lifting off the wall in anticipation of the turn. This lifting of the front wheels serves a dual purpose. It sets up the stall, and turn, and it gets your front wheels off the wall so that you don't hit the coping. The turn has to be clean and positive, a very decisive commitment back down the wall. Your weight needs to throw down the wall. Arms should be in basic balance position, legs slowly unbend during your travel down, thrusting against the wall. This is the basic profile for a single kickturn.

To take the basic single kickturn and turn it into continuous back and forth riding, you only need to sharpen your reflexes a bit. To get plenty of speed on a second wall, it's necessary to thrust strongly out of the first kickturn. Your thrust down the wall and across the transition adds enough velocity so that when you hit the second wall and unweight, your board will carry to the top.

Naturally it will take you a bit of practice to perfect these moves, but eventually these moves will become second nature, and your mind will be free to seek out new lines.

"When you reach the transition, unweight straight up, throwing your arms up as you thrust with your legs." Tom Inouye, always an excellent illustration of precise technique, at Torrance's Skateboard World.

Curtis Hesselgrave, SKATEBOARDER's columnist on the coping.

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System 1	8 & 14 degree angled pads High clearance Color: Black	Slalom use: for low profile trucks & large wheels
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RAD PAD POSITION CHART

Position 1
Positive front wheel tracking — good beginning position excellent slalom position

Position 2
Radical rear truck action gives sharp turning ability

Position 3
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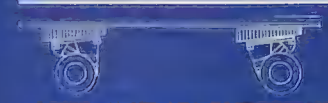
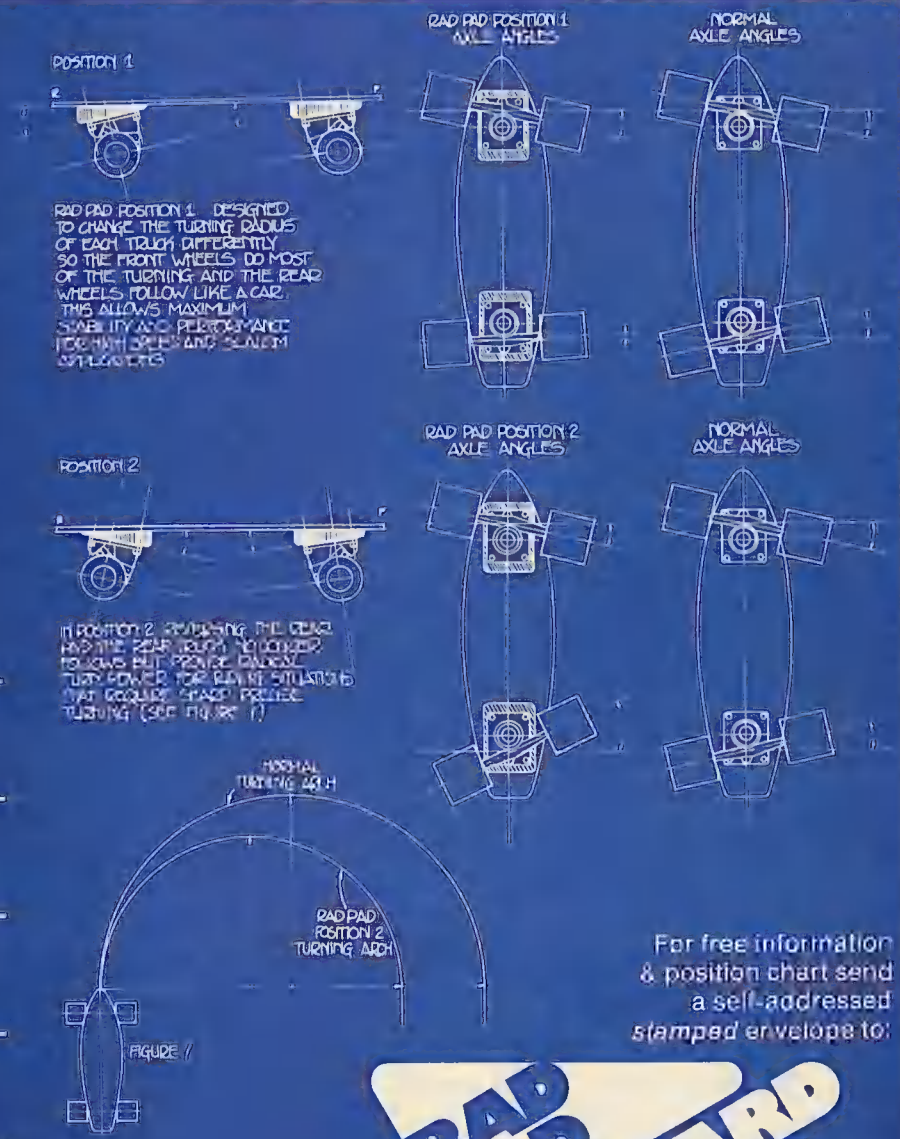
Position 4
For stable cruising with moderate turning



Position 5
Slalom position for high flexboards using System 2 (recommended by Gordon & Smith for Fiberflex boards)

Position 6
Using one pad from System 3 and one pad from System 4

By mixing systems you can get even more positions. Try your own positions and tune your board to fit the way you ride.



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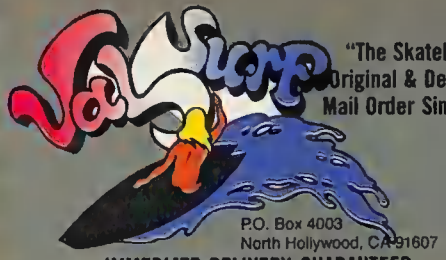

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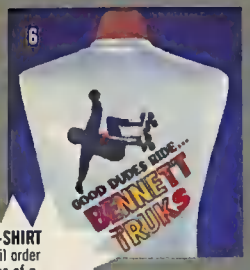

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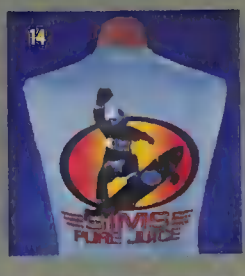

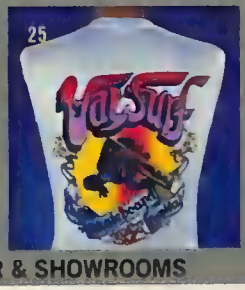

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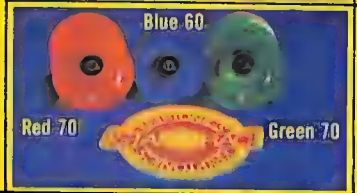

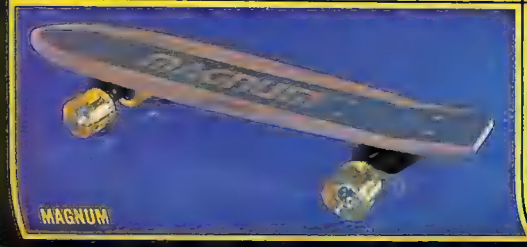

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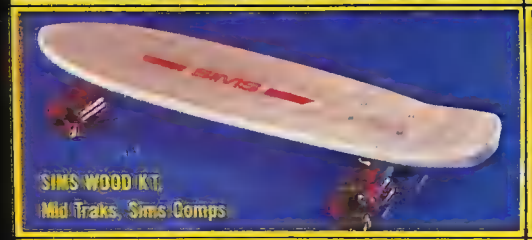
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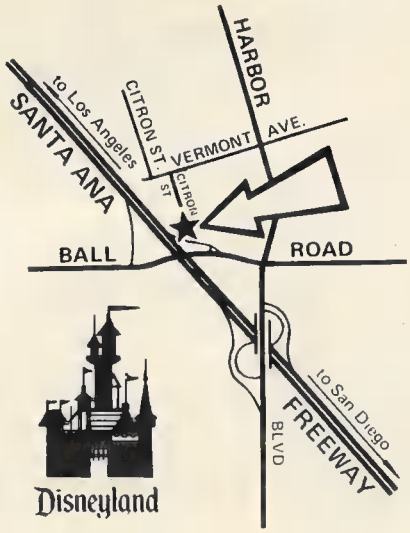

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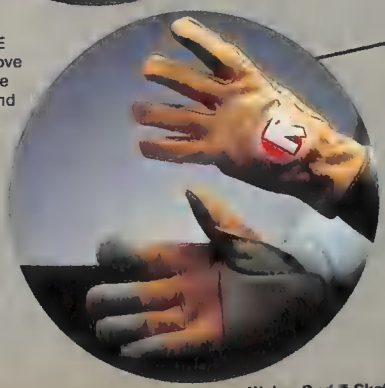

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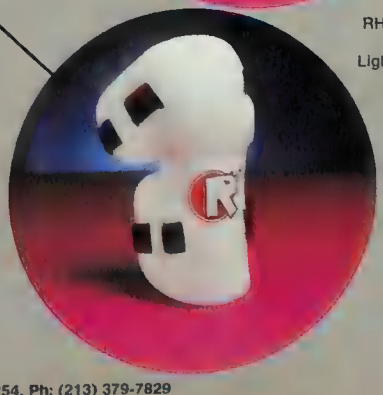

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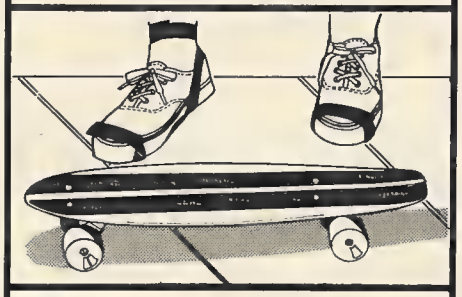

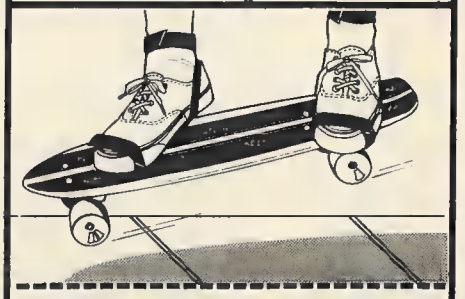

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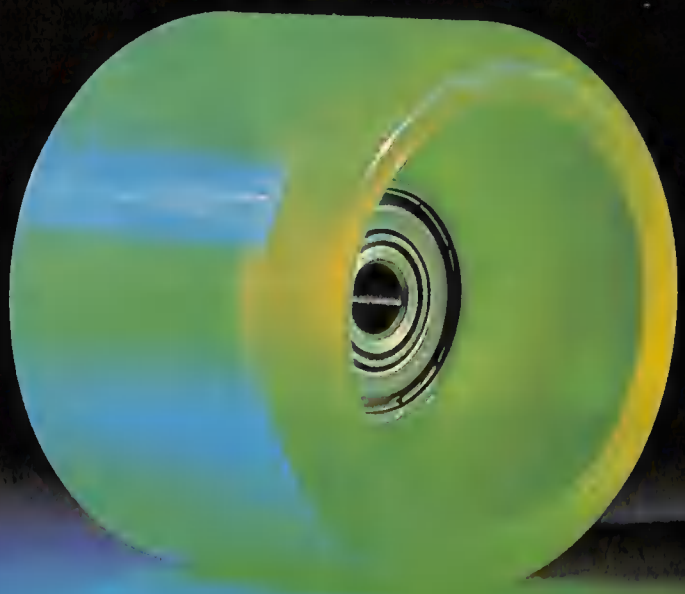

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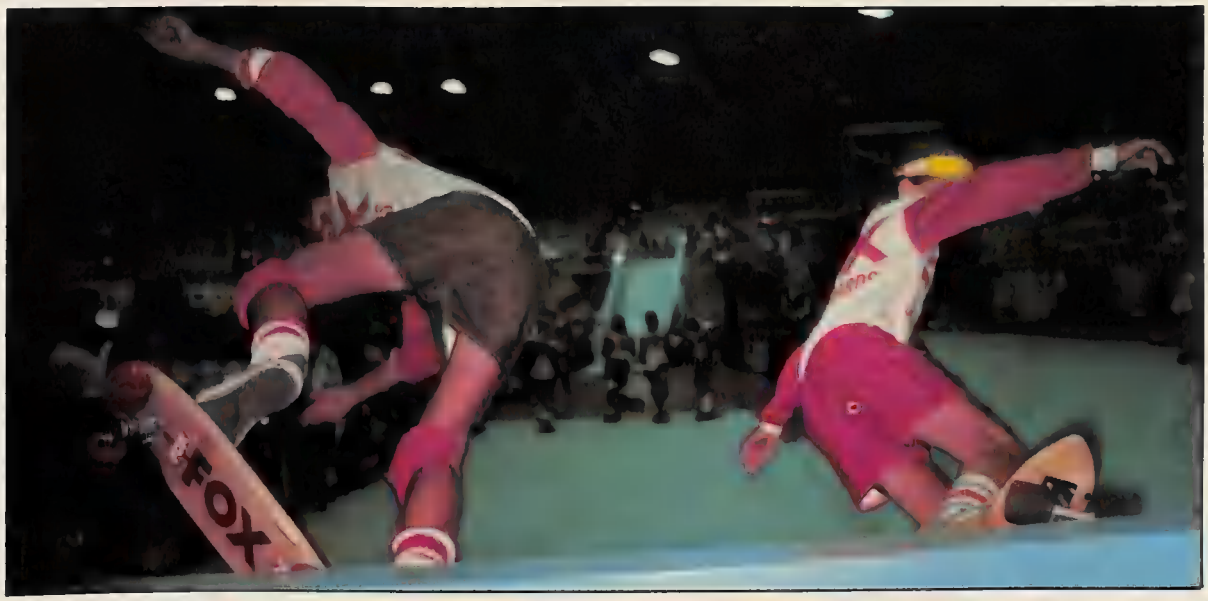

Two members of the Fox Skateboard Team coming off the wall during W. Palm Beach Skateboard Expo, W. Palm Beach, Florida.

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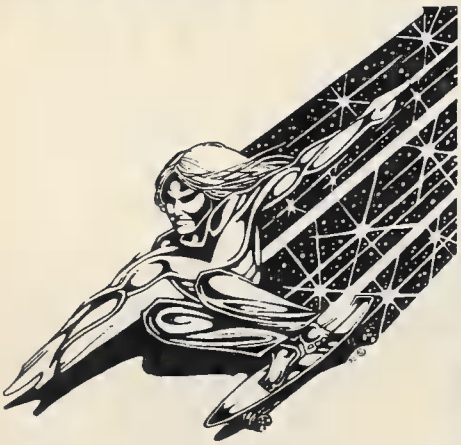

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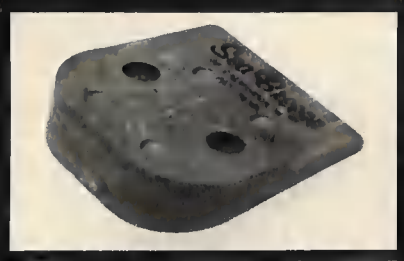

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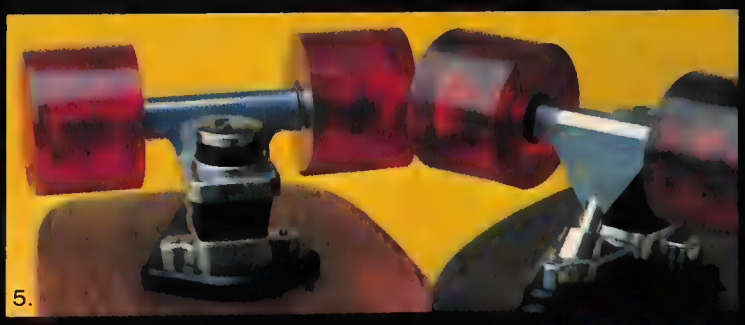

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Scott Halverson (above)
"The Pro-Fire really lives up to its name, it's great."
Here Scott aggressively begins a near vertical drop on the back two wheels, completely under control, as he does often at Reseda SkaterCross.

27" Pool and Park Rider (Oak)

Scott Halverson (below)
"The weight of this magnolia wood board is perfect."
Captured here, Scott flies at top speed from the bottom of the deepest bowl at Anaheim's Concrete Wave.

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ASSOCIATION REPORTS

Tom Padaca

SRA

The Pro/Am Skateboard Racing Association announces that Skatepark Montebello has been chosen as the site for the 1977 Third Annual World Professional Skateboard Championships scheduled for December. This is an invitational event for professional men and women skaters. Skatepark Montebello is greatly expanding to accommodate the event by constructing a 260′ half-pipe downhill track, a 215′ (light-to-light) slalom ramp with a 370′ run-off, and a specially designed pool 200′ long and 12′ deep. The SRA wishes to thank Mr. Gary Peacock of Recreation Park Developers for the tremendous support he has given this event.

For those who can't make it to Montebello, or can't wait until December for hot skateboarding action, be on the lookout for "Skateboard Expo" in your town this summer. This touring show will feature such hot Pros as Bobby Piercy, Bruce, Brad and Robin Logan, Conrad Miyoshi, Curtis Hesselgrave, Ellen Berryman, and Robin Alaway. Another treat in store this summer is the movie, "Skateboard," being released in August.

The SRA would like to extend special thanks to SKATEBOARDER Magazine for their support of all the skateboard associations with the space they provide for these monthly Association Reports.

For info on membership, competition, and other programs, write: SRA, P.O. Box 578, Dana Point, CA 92629, or call (714) 493-9851.

ISA

The International Skateboard Association reports that its Pro riders will be doing quite a bit of globe trotting this summer to assist in several amateur events. Henry Hester, John Hutson and Mike Williams will be running a skateboard contest in Jacksonville, Florida, at the Kona Skatepark, the proceeds of which will go to the Muscular Dystrophy Fund. Russ Howell will continue his work with safety clinics and demonstrations in California and Oregon, and another group of ISA Pros will travel to El Paso, Texas, in early September.

There's also good news for those amateurs who have been eager to try their skills in organized competition. The Oceanside Parks and Recreation Department has announced that the Third Annual Oceanside Novice/Amateur Freestyle Contest is scheduled for August 27th and 28th. The event will take place in the open-air concert facility south of the Oceanside Pier. Last year, this contest drew 75 competitors in two divisions, and over 3,000 spectators; and an even greater turnout is expected this year. The ISA, who supported the event in '76, will again provide the contest format, rules, and officials; and ISA Pros will give a show, as well. Applications for registration are available at most Southern California surf and skate shops, but if your local shop runs out, write or call the ISA.

New rule books are now being compiled at the ISA headquarters in Costa Mesa. Information on ISA rules and memberships can be obtained by calling (714) 646-0258; or write to ISA, 711 W. 17th St., Suite E-7, Costa Mesa, CA 92627. The ISA offers Associate, Skatepark, Business, Professional and Amateur memberships.

PSSA

The PSAA reports that the California FreeFormer World Championship giant slalom and speed run held in Akron, Ohio, on July 2 and 3 was a great success, with 13,557 people viewing the event held on the 1,050′ Derby Downs hill of Soapbox Derby fame. The PSAA now plans to hold the event here every year. Our congratulations to all the Pro skaters who competed with great enthusiasm and super performances.

Special congratulations to the winners of each division are in order. Bob Skoldberg of Hobie won the Giant Slalom World Championship; John Hutson of Santa Cruz Skateboards captured the World Champion Standing Speed Run title; and D. L. Leonard of Power Flex is the new World Champion of the Unlimited Skatecar Division. The winners and contestants divided over $10,000 in prize money for these events; a fine purse by anyone's standards!

The event also included top freestyle demonstrations by Ellen Oneal, Skitch Hitchcock, Laura Thornhill, Ty Page, Curt Lindgren, and Pat Flanagan; and Flyin' Brian Beardsley blew everyone's mind with high jumps of 4′11″, and an amazing one-board jump over an M.G. CBS Sports taped the event to be aired later this summer.

Those who missed the Akron contest will have another chance to catch super skating action on September 24 and 25 when the California FreeFormer World Pro Skateboard Championships will be held at the Long Beach Arena. This contest will include freestyle competition, the high jump, barrel jump, and consecutive 360's contests. For ticket info, call (213) 659-0507. The PSAA is located on the fourth floor of 292 S. La Cienega Blvd., Beverly Hills, CA 90211.

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R. ELBOW PAD: Size ____ Color ____	$ 5.95/pair R	____ pair	
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SkateBoarder Interview:

Tom Inouye

by John Smythe

Tom Inouye . . . possessor of an incredible balance and flexibility, and a standout in the most intense of situations, all of which belies his increasingly respected status as one of the most laid-back and modest human beings in skateboarding. Photo: Guy Motil.

Tom Inouye, a.k.a. Wally, at age 18 has firmly established himself as a leading proponent of the radical-moves-for-radical-terrains style of skating. Possessing distinctly explosive moves, and an outwardly calm demeanor, Wally is genuinely respected in all quaraters of the sport/art.

Regarded by some as a new face on the scene, in actuality, Inouye has been around for quite a while. He began his career six years ago by conducting clay-wheeled sessions on the banks, and in the drainage ditches, of his hometown, Monterey Park, California. These sessions were executed with such frequency and ferocity, that word rapidly spread amongst skaters and law enforcement officials alike. Cop hassles finally forced Wally and his friends to seek new terrains, and coincidentally, at that same time, they viewed an early release of Hal Jepsen's "Super Session." Being duly impressed with the action displayed in the skate segments of the film, which featured Adams, Alva, et al.; the Monterrey Park boys began to frequent the Santa Monica area's more notable skate spots. Their activities at Bellagio, Revere and Kenter were often performed at night under the illumination of automotive headlights, in order to beat the heat in more ways than one. The Dogtown environs also offered Inouye, a surfer for five years, the opportunity of combining skating and surfing adventures in rapid succession, which was not so easy inland.

The next stage in his development came as the ubiquitous Dale Smith "got him semi into freestyle." Wally then entered every contest for a year, and "found them boring," so he went back to street skating. Along the way, the skater joined talents with his high-speed business manager, Mike McCoy, who is known far and wide for his motor racing exploits. As Inouye puts it, "Mike gets radical with cars the way we get radical on skateboards. (Having conducted a portion of this interview during one of McCoy's speed runs down Sunset Boulevard amidst rush-hour traffic, this interviewer heartily concurs.)

During that same period, Wally turned Waldo Autry onto the Baldy Pipeline, and the former, being a man of fair exchange, turned the latter on to a photo excursion with the Beast. The resultant photographs proved to the public what many already knew to be true. Like they say, the rest will be history. Leaving nothing to chance, on July 7, 1977, Inouye and his sponsor, Tom Sims, signed contracts for the long-awaited Wally model.

On his personal boards, Inouye employs Tracker Mid-Track trucks, and Sims Pure Juice Comp II wheels with sealed bearings.

His approach to this interview was much like his skating attack—straight ahead, with no nonsense. Wally has arrived, and he's gonna stay. While some may have overlooked him before, few will miss him now.

Photography by Warren Bolster

Sensurround pipe performance. Front row review of the hottest new show in town.

Tom Inouye:

For the record, what kind of skating are you into?

Banks, pools and pipes exclusively.

How would you describe your basic technique; what are you trying to do; what are you going for?

I don't have a set routine; I just do whatever feels good. I like to go out there and get radical. I try to find lines that flow. When you pick the right first move, it will set you up for the ones that follow.

Who influenced you in this approach?

The person who has influenced me the most is Jay Adams. He's the first person I saw who got pretty radical. From there, I just put my mind towards being the best in a pool.

When did your attitude towards radicalism develop?

I guess I've always been radical. When I was two, I jumped out of my crib and fractured my skull. My parents called me accident prone.

What do your parents think about what you're doing now?

They're digging it now. But before, when I wasn't making any money, was always gone and was messing up badly in school, all 'cause I was always out on my skateboard, they were getting down. Then they saw a picture in the magazine, and loosened up a little bit. After that, I got a business manager, and he talked with them and showed them that there was something good to skating, that it wasn't just wasting time, and now my parents are behind me.

Which are your favorite pools?

Some of them aren't around anymore. Keyhole, Long Beach, and one near my house that I don't want to pinpoint are the best.

Where do you do most of your skating now?

Skateparks . . . probably at Upland.

What are your evaluations of the different parks?

Most people who are putting up parks are trying to do a good job, but some are hurting things by making bad designs and using poor surfaces. Carlsbad was the first park, but it was small, so Anaheim came along and decided to beat them by going bigger. The design at Anaheim was unfunctional . . . who wants to ride a square bowl? You need a perfectly round keyhole bowl where you can continuously carve the top and not have to carve and then drop, carve and drop like at Anaheim. Reseda was the first to offer a semi-vertical wall. It's O.K., but it doesn't have coping, and they should have put in more than one run. You take off and then somebody else takes off 10 feet behind you, and if you eat it there, 20 guys are going to run over you. Upland is my favorite park now. They have a 20′ pipe leading into a 12′ bowl and a long V-bowl going into a 15′ bowl. Those guys put the heavy stuff in, but they could have done better on the concrete work. In other words, it's always onshore at Upland, 'cause you've got the little ripples running in it. El Cajon has a poor transition in its

Furiously redirecting with minimum contact, Skateboard World, Torrance.

main bowl. We call it the kink bowl. You set up for it, and halfway through, you hit a kink that throws you off balance, and you go to the top, which is completely round, and then fly out. At Montebello, the transitions are all wrong. In their snake run, you see all kinds of people flying out because the turns and angles all throw you out of the next one. It's no problem for a pro bowlrider to readjust and reset himself on a bad course, but a beginner can't. A park should be really functional for the beginners; it's no good if only the pros can ride there. Skatopia has a perfect surface with quality cement work, but the design isn't real good. The pool there is more of a goldfish pond. It's too small to ride safely. You've got to be three moves ahead of yourself there. A beginner is safer in a bigger pool than in a small one, since there is more room to set up and react in. You can get hurt in pools that are too small.

What is your least favorite park?

Home Avenue.

You mention surfaces, are you extremely conscious of them?

Yeah, pretty conscious. A lot of people think that because a park's surface is smooth, it will give unreal traction, but if it's too smooth, you can't find any wheels that will hold, since it's too slippery. Then there are the parks where it's too rough, and if you fall off, the surface grabs hold of your pads and slips them up your arms or legs, and you scar up your knees and elbows. In the parks that are bumpy, you'll be hauling ass and hit these bumps and fly off. The surfaces are just as important as the overall design.

You state that some of the parks are poorly designed for skating. How do you think park design could be improved in the future?

First off, a lot of the people who build parks don't really know much about skating. They design them on paper, but have no idea as to what's skatable. They want a workable park that is also a good-looking park. So they build them for looks. A snake run isn't necessarily functional just because it looks like a snake. The curves, angles, heights, inclines and transitions have all got to be correct and working together, not against each other. Some park owners who realize that they don't know about skating have hired slalom racers and freestylers to plan banks. Just because a guy's good in one kind of skating doesn't mean he knows anything about another kind. All slalom racers know how to do is go between cones. A freestyler knows about the flats. Hiring them is fine if you want a slalom course or a parking lot, but if you want to have banks, you should go to a bowlrider. A professional-level pool, bank and bowlrider knows what's happening and what isn't. We know what a beginner, an intermediate, and an expert can ride.

Do you know any instances of a bowlrider being involved in park design?

Waldo is working on a park out in Paramount now.

Do you feel that the bank, bowl and pool segment of the sport is getting the

Tom Inouye:

treatment it deserves from the various organizations, etc.?

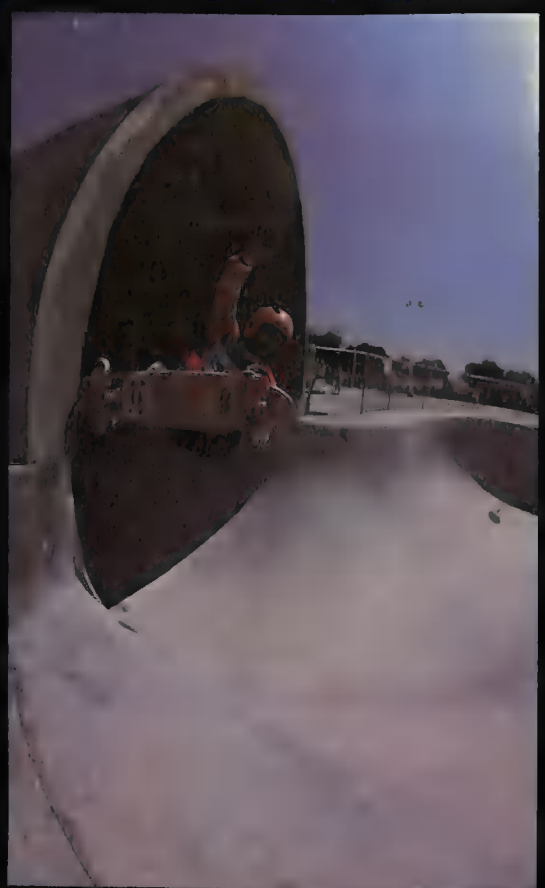
No, not even . . . they are still stuck on the flatland and the slalom. Skating today is about pools, pipes and parks; that's where the energy's at. You can't get hurt freestylin', but you can get totalled in a pool. They asked me to come to an ISA meeting, telling me that it was going to be "very important." I went, thinking that they were gonna get their shit together and finally start a pool thing. All they went over was speed races, freestyle and slalom; they never even mentioned bowlriding once. There were only a couple of other bowlriders there, but some of the freestylers were trying to get down. Ellen Oneal actually told us to our face to go out and ride pipes in the desert. They wanted us to split, just disappear, saying that the bowlriders were "giving the sport a bad name."

Giving the sport a bad name? How so?

Supposedly skatepark owners have been calling up Sally Miller at the ISA, and complaining that professional bowlriders have been coming into the parks and totally being off the wall, snaking, fighting, swearing, telling the kooks to leave, and all that shit.

How do you react to these allegations?

Some people may be getting a little too rowdy, but not everybody. I don't think bowlriders really act any worse than anyone else. It's true that if you're going to be a bowlrider, you've got to occasionally "break" the law . . . at least once or twice. Unless you've got the connections, you're going to be trespassing on someone's property to skate a pool or pipe (laughing). For freestyle, though, you can do that in your livingroom. With the parks, there are now legal bowls to ride. As for being radical, how can you be too radical? Being rad is what it's all about; as long as you don't hurt anyone or anything, who cares? A few of the organization people are claiming we've been "bad boys" all our lives, trespassing, screwing up private property, and breaking into houses. I don't think it's the skaters who are destroying things. The Superbowl got closed because there was a lot of vandalism going on, but it wasn't the skaters doing it. Usually it's the people around the areas who don't skate that



". . . a leading proponent of the radical-moves-for-radical-terrains style of skating." Wally, exploding on target at Upland. Photos: Boister.

are causing trouble. The skaters are into skating. When we go to a pool, we go to skate it, not to mess things up. When we are done skating, we split. Actually I think some of those organization people are bad-rapping us because they are afraid that bowlriders are going to take over the sport, and that the freestylers and slalomers will be left out of it.

Do you think that there is reason for them to worry?

Yes, lately I've been seeing a lot of spectators at the parks. They're getting off on seeing guys hitting vertical and making it, because they can't relate. People who see pictures of guys going near upside down in pipes don't believe it; they think the photos are phony. But when they see it done in person, it blows their minds. The interest is there; it's only a matter of time until someone puts it all together.

Are you a member of the ISA?

No.

Are you a member of any organizations?

No.

Are you into organizations?

No, not really.

Are you into professionalism?

Sure, when it comes around, but it's not here yet. To be a professional skater, you have to have a contract. Now they're putting on professional contests that have non-professional people in them.

How did you get a manager?

I met my manager, Mike McCoy, at Montebello. He was an old friend of Curtis Hesselgrave's. We'd gotten filmed for a Perrier Mineral Water commercial for French TV, and been ripped off. Mike came up to us and said we needed a manager. We agreed.

What is your opinion on contests?

I'm not into them until they get some pool and bowl contests going. With all of the parks, it should happen soon.

How about the promoters, do you think they are doing a good job?

Many of them don't even pay good prize money, let alone a guaranteed fee for showing up. Look at professional football, baseball or even swimming, and see how much they make; then look at a professional skater, and he's lucky to win even $100 in some contests. The promoter, Don E. Branker, recently put on a so-called speed run in Akron, Ohio. The ISA tried to give him

In furious pursuit of the vertical rush.

demands for specific amounts of prize money, and certain rules and regulations for the speed vehicles. He just blew out over that and said, "no way." He had the contest anyway, and the top speed was only 47 m.p.h.; they didn't even come close to the world's record. I just laugh at that. Promoters have got to start paying the skaters decent prize money.

Are you into speed racing?

We got into speed after we saw that advertisement about Bahne Skateboards being clocked at 40, with Shufeldt. We were making our own skateboards, and we figured that if Bahne can go 40, our skates would go faster. That very same day, we went out and I did 55 on this hill by my house. What people are doing now with those fairings, I don't even consider skateboarding. We call those things coffins; that's what they look like. They aren't skateboards; they can't stop them, and they can't bail. At Signal Hill, this one guy went through the bales and got dusted by a car. I think those guys are stupid. It's not speed racing unless you can feel the wind in your face. When I do speed runs, I like doing them in just shoes, shorts and pants.

What kind of job do you think the magazines do in covering skateboarding?

I don't read a lot of the stuff in them; I usually just look at the pictures.

Have you ever had any interesting dealings with the skate media?

One Sunday, when I was still working at Montebello, I heard about this pool in the Valley. I left my job and went out with my friend to ride it. There was this pair of photographers there who we didn't know. We were just pulling off no-wheelers, and these photographers couldn't even believe it. They said they wanted to take our pictures, but wouldn't because of the stickers on the bottom of our boards. The photographers were trying to have us peel the stickers off. It was pretty funny. I told them, "No, I don't want to take them off; it's too much of a hassle," and they were going, "Pleeese, just pull them off for a couple of shots." We didn't, so when we'd skate, they'd just point the camera away. We found out later they were from that SKATEBOARD WORLD magazine.

How has your recent recognition by the skate media affected you?

The first picture I ever had in a magazine was a centerspread, and after that, people totally freaked out. I was stoked on the coverage, but I lost a lot of privacy when I went skating. All kinds of people would come up to me and talk like they'd known me for 18 or 20 years. I'd just freak on that. Whenever I go skating now, I either have to totally rip it up, or people get down on me. A lot of times I like to go skating and just have fun, cruise around and not throw no radical shit. But when you go out and do that, people jump on you . . . they tell you that you're not so hot, so-and-so's better than you. I don't really care, but it's hard to be a star because so many people get down on your case. Also, people expect you to know everything about skating. I'm just into riding pools; I'm only into riding, nothing else. This one guy asked me to judge a bowl-

Considered by many to be the epitome of technique and control in even the most intense situations.

riding contest. I really don't know what maneuvers are the most difficult to pull off and which one's are easier. To me, it all seems easy. You just have to put your mind in it, and you can do it. I can't handle that business-type bullshit, either. I let my business manager hassle it. I just handle the skating. I think it's bitchen to have a manager; everyone

Tom Inouye:

ought to have one.

As a neutral on-the-scene observer, what do you think of the recent regional bickering?

Do you mean the up North, down South thing?

Yes.

All right. I've seen all the letters in the magazine, and just gassed at how crazy some people were getting. There were even letters from other parts of the country. I was asked to skate for Dogtown if there was ever a contest, and I said sure. I was totally stoked, since I am from the North, and have skated a lot with those guys. But I've been hearing some bullshit from the South that I can't skate for D.T. because I'm not from there. So what if I don't live exactly there; I am from the North. I think some people are hiding down there.

Getting down at Upland. "Wally" is just the tip of an iceberg of talent in that area.

Do you see any stylistic differences between the two areas?

I've skated up North with all the guys, and I've skated down South with all those guys. I get along with everyone pretty much, and I know how everyone skates. The styles are as different as the places. It's a totally different atmosphere between up there and down there. To live around Santa Monica, you almost have to be radical, to be out for your own life. Down there, it's a total kickback because you have got a little bit of country, and everything's not so overly developed. Up there, you've got to look out; it's trippy.

You were a Pro at Montebello; what was it like?

It was a trip. The only reason I quit was that they never built an advanced area like they were supposed to. I met a lot of people there, had a lot of fun.

What do you remember most about working there?

Chris and I teaching Bobby Piercy to do kickturns. Piercy rides bowls now; we showed him how. Now Bobby and Conrad tell people that they taught us how, but everyone knows they're only joking.

What's the most radical thing you've ever done?

Either throwing airbornes at Reseda, or flying out of the pipe at Upland.

What's the most radical thing you've ever seen?

Ah! The most rad thing I've ever seen was in the downhill section of the desert pipes. Bob Biniak went so high backside that I swear he was on 11 o'clock, and he then free-fell all the way down to the bottom (a good eight inches out from the wall), and made it.

What is the high point of your career?

Going out to the desert with the movie people to film part of "Skateboard." We went there in a private plane, partied out and flew some lines. When we arrived, we rented cars. Tony Alva, Bob Biniak and I went for a little ride in this one car, and were doing spinners and donuts out in the desert. We drove through the sand moguls using the cactus for slalom gates. At the end, we rode the car inside the 22′ pipe . .. it was spacey.

What was the low point of your career?

Getting busted at the Keyhole. It seemed like we were set up. After my fourth ride, I looked up and the cops were there. We sat in jail for four hours, and I had to post $250 bail. I got off later because they dropped the case since no complaint was filed.

Which established riders do you respect?

Bob Biniak, Waldo Autry and Tony Alva.

Who do you think are up and coming talents?

Chris Strople; you'll be hearing from him. Danny Smith (a.k.a. Minishred), and Paul Cullen.

What future plans do you have?

Waldo Autry and I have talked over making our own private park for professionals only. It would have extremely radical skating terrains, a clubhouse with showers and lockers, a hotel and a party room. The plan is for a country club-type scene . . . members only. No ordinary person could probably afford it; you'd need to be a professional, with your sponsor forking up the bucks.

In closing, do you have any general advice?

Just get vertical and keep high.

On the hang.

ON THE RAMPAGE

by Mick Angiulo
(with assistance from Gary Coccaro
and Tom Stewart)

"...and you don't know what it is—do you, Mr. Jones?" Mr. Stewart setting new neighborhood precedents, 70's-style, where "keeping up with the Jones' " is an outdated style of thought.

Necessity, it's been said, is the mother of invention, while awareness produces innovation as its offspring. Remember that distinction, because it's an important one. Invention is created by the inventor calling on his mind and experiences to bring forth something new and different; and an invention often lives, or dies, on the whims of what is in fashion. Innovation, on the other hand, is the spreading of an idea or attitude through a society; a powerful force that changes and shapes cultures.

Photography by Warren Bolster

Improvisation in the 70's—finding imaginative, soulful, alternative solutions to the modern-day material dilemmas. Tom Stewart and his best friend, Imo, beating oil shortages, car costs, noise pollution, and lease laws.

Up until now, the Tony Alva's and Gregg Weaver's have come from the ranks of those skaters with the skill to handle and the ability to gain access to the challenging terrains. As the performance level of skateboarding has advanced, and the potential of the skateboard has been expanded, the targets of the hot skaters are shifting; from the slalom and freestyle to the banked surface. The most kinetic and stylish skating in the years ahead will be done in the bowls and pipes and pools known only to the select few. Those locations are top secret. You won't find them listed in the Yellow Pages. It's all strictly classified information—unless, of course, you know someone who knows someone who . . . up until now.

PEOPLE GET READY . . .

. . . because there's some changes coming up on us all pretty fast. Innovation is about to do a lively number on the skateboarding world. An idea that began as a point-scoring prop in freestyle contests, is going to produce the next generation of superstars and whammer-jammers. They'll be coming from Nebraska and Texas and Ohio—straight out of the backyards of America. This army of new, hot skaters will soon be making their presence felt in skateboarding . . . and things may never be the same.

Providing the juice for the coming revolution will be the New-Age's backyard swing: your basic skate ramp. Easy and cheap to build, the skate ramp provides the best practice area since asphalt.

Toys in the attic—Rampage-style. A sheet of plexiglass attached to the lip of the ramp offers a unique, close-up skater perspective, of sorts, in this high-speed sequence of Gregg Weaver's glide path.

"Just the pure, clean feel of wheels on wood." Jim Sigurdson wood carving.

Sheets of plywood and two-by-fours are inexpensive and plentiful. Grab a handful of nails and a hammer, scrounge up a power saw—and you're set.

Building a ramp isn't very different from building a doghouse, although it may take more time and imagination. Ramps can be built to match the hottest wave, or park, yet poured . . . and with considerable savings. Theoretically, the only limitations on constructing a ramp are brain power and budget. A ramp which will soon become a standard item—a half-pipe affair, 8-feet wide, 14-feet high and 15-feet between the edges—can be constructed for around $350. Another $200 investment opens up many more exciting possibilities: several runways snaking into a vertical pipe section, flared edges with wrap-around lips, or a full bowl in which to try out your Wheaties after breakfast. No mysterious formulas, it's all in the eye and angles.

The impact of the backyard ramp on skateboarding is just around the corner. Skaters for whom empty swimming pools are pleasant dreams—and little more—can now have a pool, or at least a hefty section of one, outside their bedroom window. All the talent and radical skating going to waste because there aren't outlets to tap that energy will now be channeled into technical fluency and high-energy art for thousands of skaters. No longer will a working knowledge of the "secret spots" be a prerequisite for advancement into the top ranks of skatedom. Rather than spending wasted time

"What we're talking about is a full-on extravaganza." The Kingfish (a.k.a. Mel Cajon) actively taking skateboarding to the people.

Tom Inouye.

searching for a secret pool or pipe (usually to discover that the spot has a larger circulation than the L.A. Times), skaters will be able to find the same challenge and excitement out behind their garage. No hassles, and no crowds—except for those with invitations. No one to tell you that the session is over. Just the pure, clean feel of wheels on wood.

As a tool for personal development, the ramp will set you free. For the ones who seek it, gravity is the final frontier. Imagine how rap-

Bug's eye view. Imagine yourself one-inch tall, and scrambling for your life. Pure juice! Inouye-style. Photos: Bolster.

Wally one-wheeler.

idly your skating will progress with a radical ramp for your personal play area. Maneuvers, which would take a month to learn at a skatepark or pool, can be programmed in one day, refined in two, and improved upon in four. Ramps will become geometric accelerators, enabling everyone—from skate rats in Dogtown to a kid in Biloxi, Mississippi, who's never even seen the ocean—to take their minds and imagination, and push their skating to the limits of physical restraints. Just as the influence of the short surfboard changed surfing through the general acceptance and refinement of already known principles, so, too, will the skate ramp provide a similar effect on skating.

WHERE THE ROAD AND THE SKY COLLIDE

But enough of this idle speculation on future occurrences. Ramps are happening right now. As you sleep safely in your bed, sinister plans are being laid for Phase I of the Great Skate Conspiracy. Employing the latest in space-age gadgets, Rampage Enterprises, a division of Sparks, Inc., is gearing up for an all-out assault on those backward, underprivileged areas where people still think polyurethane is a food additive. Objective: turn America on to skateboarding.

Gary Coccaro and Tom Stewart, a pair of "good ol' boys" from Encinitas, are the chief mechanics, while a loose collection of computer experts, architects and analytical geniuses provide the remainder of the Rampage package. They have been recruited by Coccaro and Stewart to present skateboarding to America in a very American way. Using the finest in early 21st Century technology—laser lights, pressure sensors, giant video-tape monitors, space-age plastics, and a touring team of redhots skating to choreographed routines, Rampage intends to hit America from every conceivable angle—including national television. They will be pushing skateboarding as the new American pastime, to parents and kids who spend their summers in municipal swimming pools, and playing Little League baseball. A crusade to the Middle Kingdom spreading a doctrine founded on the force of gravity and inspired by freefall.

GRAVITY'S RAINBOW

The Kingfish: "It's well accepted that the best high in the world comes from riding a wave. Now skateboarding isn't quite the same feeling, but it's real close. When you skate, the wave is very subtle—you're actually riding a wave of gravity—but when you eat it—**you pay**—so there's an extra factor that's missing from surfing that compensates for any deficiencies. You learn from either one—things about your body, your mind, your

willpower. You fine tune your thought processes whenever you hit the lip, and a pool can be as good a teacher as a tube if you're open to the feeling . . . ramps are going to happen! It's a sure thing. I'd rather it didn't happen in a booming, big-business way, but that's the way it's going anyway. What's more important is that behind the business aspect of it there will be a sport. Not just a localized, Southern California sport like volleyball, but a national, grassroots kind of thing. My time will be well spent if I can turn on some little kid in a nowhere rathole, and he gets stoked. There has to be something in the background, something real that enlightens a kid or a parent, and opens up new thoughts and new channels that weren't there before."

Stewart: "Ramps are healthy for kids. Building a ramp is an education in itself. It takes a good eye and a well-thought out plan of attack, but the construction techniques and materials are available to anyone. It's a relatively simple process once the radii and angles have been worked out . . . riding a ramp is a full workout. You're pumping back and forth, using your body and gravity to build speed and height, and exerting every muscle you have; the back muscles, arms and especially the legs. After ten minutes you feel like you've been doing Marine-style calisthentics. As a body-builder, you can't beat the ramp . . . but it also teaches you to flow. You can't ride a ramp if your body isn't under control. You can't force it or make it happen. It's an ability that must be developed over a period of time. The more time you spend practicing, the sooner you reach that level where you are skating on an intuitive, unconscious plane."

Kingfish: "What we're talking about is a full-on extravaganza. Tubular frame construction using the most sophisticated surfacing and interchangeable modular construction. Banks of laser lights activated by pressure-sensors set into the framework. Computer directed music and light shows, and huge monitor screens for big stadiums. We want to bring skateboarding to the people, and to do that you have to put on a real show to grab their attention. America responds to the spectacular, and we're gonna give it to them."

At this time, SKATEBOARDER would like to express a special thanks to Sparks, Inc./Rampage for providing the creative atmosphere, materials and hard work that have made this creation a reality.

ON THE RAMPAGE:

On the Rampage, Gary Coccaro-style.

Jim Sigurdson, boltin' one-wheelers off the wooden coping.

"Ramps are healthy for kids"—Tom Stewart (big kid).

Tom Stewart, "by the ramparts red glare..."

KIWIS ON WHEELS

Skateboarding in New Zealand

by Don Balch

". . . the Kids are stoked, and are making the Kiwi people sit up and take notice . . ." Peter Boronsky, New Zealand's premier rider, at one of the new, free-of-charge skating bowls—Malborough Park, Takapuna.

Jamie Blackwood at New Zealand's first public skate bowl. Photos: Donald Balch

New Zealand . . . land of many contrasts, kissed with a bounty of nature's most awe-inspiring and unusual natural phenomena. A place where the 10 million sheep outnumber the human population 3 to 1. But amidst the snowy peaks, primeval forests, thermal areas, and rolling green hills; man, not to be outdone, built many fine cities, roads, dams, and other concrete creations. The younger generation, especially in the last few years, have put these structural achievements to more use than was originally anticipated, by means of the modern skateboard!

Being a small and far-distant

"... land of many contrasts." Jamie Blackwood at the Huia Pipe. Photo: Donald Balch

country, the equipment breakthroughs (precision bearings, etc.) have been a little slow in coming on; but the kids are stoked, and are making the Kiwi people sit up and take notice of the resurgence of the sport—to the point where in the country's largest city, Auckland, the city council is putting out 1.2 million dollars to build four complete skateparks throughout the city areas. Plans are underway now, and with the immediately successful response to the newly completed, free-of-charge skating bowls in Malborough Park, Takapuna, and in the old gold-mining town of Waihi, the future looks bright, and other cities are following suit.

The new bowls unleashed the obvious talent of local stars, with Elroy Ainsley, Jamie Blackwood, and young speedster-stylist, Peter Boronsky, displaying professional prowess with every run.

The first man to climb Mt. Everest, and the current world mile record holder are from New Zealand; and, with pro skating contests developing, one day we can truly visualize some worldly international competitors coming from the little nation down under.

The kids are very inquisitive about American equipment and spots, and are just now exploring their own beautiful country. The Huia Dam, outside Auckland, was a recent discovery, and is treated as a "secret spot." Arriving on the scene after a winding hour's drive through lush green punga tree forests, we had to lower a rope down 40 feet of vertical concrete walls, and climb down with boards, to get into the entrance of the huge pipe. Quite intense, but worth it! Long, side-swooping rides, with a circular view strikingly unique to Z-land vegetation ouside. The Rangers don't appreciate the aesthetic jollies, however, and are quick to boot you out if found inside. The pipe, it turns out, is the dam overflow outlet, and can be completely flooded with a turn of a valve wheel! Talk about total involvement!

More possibilities abound here now, however, thanks to the general acceptance of the populace that skateboarding is a truly recognizeble recreational sport and not a fad, as it seemed to have turned out in its sister country, Australia, once again. So listen up—skaters of the world may well be hearing more of the Kiwi rippers of faraway New Zealand.

SKATE PARKS: PART XII

Contrasting jet-age modes of transit. Doug Francis, the Flow Motion Park—Reno, Nevada. Photo: Jim Cassimus.

WHERE EAST MEETS WEST

by Brian Gillogly

If the Great State of Texas truly exists at a sort of cultural crossroads between East and West Coasts, nowhere is this more apparent than in its current surge in skate park development. It is probably the only state in the union, in fact, where you can find an almost prototypical Florida-type park just down the road from a Southern Californian-inspired facility. The best such example lies just outside Dallas in the Irving-Grand Prairie area, where, within two miles of each other, there is a "Paved Wave" design

Mike King drops into the Ground Swell Park's snake run—Fort Pierce, Florida. Photo: Darrell Jones.

called "U.S.A. Skateboard," and a seemingly expanded version of the Carlsbad beginner's area, named "Midcity Skateboard Park." The reasons for these divergent and, in other cases, intersecting influences, are not difficult to understand.

A relatively rich, sports-minded state, Texas has been long overdue for skate parks, especially in and around the large population centers of Dallas and Houston, where skateboarding is firmly established. With influences like Stewart Singer, Bobby Morrow, and Vicki Vickers, a skate consciousness has developed among frustrated surfers and inlanders alike, naturally accompanied by demands for better places to hone their skills.

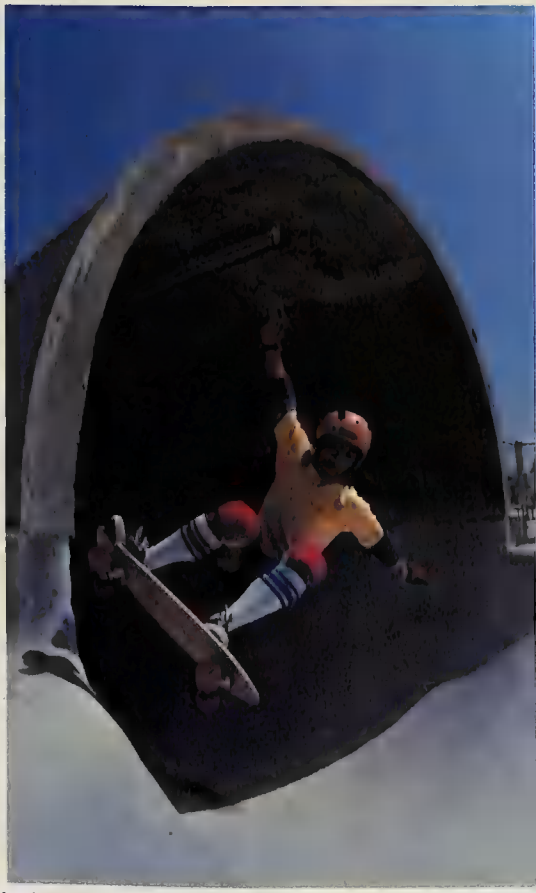
As was the experience in both California and Florida, one or two successful parks quickly led to others (the Corpus Christi park, built over a year ago, is generally not

Bobby Piercy, enjoying a summer retreat at New Jersey's new Vernon Valley Skate Park. Photo: Glen Friedman.

SkateBoarder

considered "successful," due to poor location and design), each seeking to be unique, and, yet, be operational within a short time. Thus, developers visited Californian and/or Floridian parks, as well as contacting the designers and constructors of those projects, and quickly began weighing one bid against the other.

At least one such developer, R. F. Dillingham of Texas Skateparks, Inc., chose to go with a respected California-oriented group, Campo Construction (formally associated with Skatepark Constructors), for his "Free Flight Skatepark #1," Carrollton. Another, Tom McCurry (U.S.A. Skateboard) went to Florida's George Henderson for a somewhat updated version of his original Paved Wave. And a third party contracted the growing Wizard Skateboard Park group of North Carolina for a large facility presently being finished beside the North Dallas Driving Range.



Tom Inouye, unaided by any board-fastening device, performing airborne reentries on the vertical at Upland's Pipeline Park. Note cover shot (#2). Photos: Bolster.

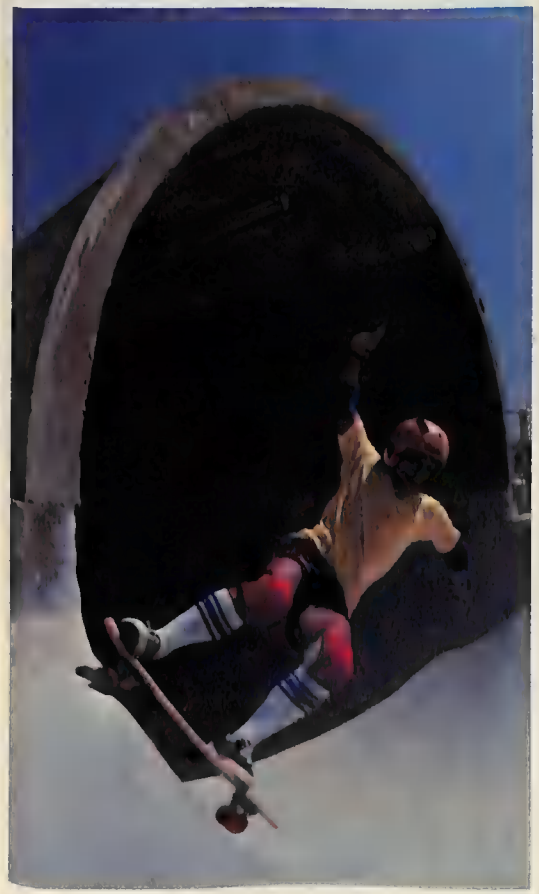
Therefore, among seven new parks, most of which will be open by this printing, there are long, high-velocity courses of a Floridian variety (U.S.A. Skateboard, Irving; and Wizard, Dallas), and shorter, more curvilinear runs of a Californian type (Skateboard U.S.A., Houston; and Mid-city Skateboard Park, Grand Prairie). Also apparent offshoots of West Coast designs are the large reservoir-type freestyle area of the Free Flight park, and the planned 20 x 40-foot pipe at the upcoming "Texas Pipeline" in Houston ("Our contractors and engineers have seen all the parks in California up to the opening of Baldy . . ." says spokesperson Karen Mackay).

While some of these new parks are already having trouble with their surfaces, in some cases corrective measures are under way. (Parts of gunited Skateboard U.S.A., for example, are being coated with a mixture of

concrete, glue, and water, called "Omni-bond"; while, by comparison, Stan Hoffman is attacking a similar problem at his Upland Pipeline with a custom concrete-plaster finish, an inch thick.) The newer parks, on the other hand, are expected to avoid such problems by going with pumped concrete and shotcrete exclusively, and by paying more careful attention to troweling procedures.

The following rundown provides a more complete picture of some of these parks, as well as other new facilities nationwide:

ALAMEDA SKATEBOARD PARK. Developed by Pacific Skatewaves, Inc. and billed as the "first skateboard park in the San Francisco Bay Area," this facility will be open by this printing, on 2½ acres located within the Alameda Marina. With 40,000 square feet of skating surface, the layout offers a freestyle area and three snake runs—a beginner's, an intermediate, and a "professional"—each



with its own end bowl. According to Alameda's Cristine Rettie, supervision will be sufficiently tight, with skaters "required to demonstrate their ability prior to skating," and "monitors" constantly on hand. Full safety equipment will be required, as well as a $3 membership.

BOOGIE BOWL. Presently opening in the city of Glendale, California, this design was originated by part owner Paul Bushnell, and "refined and expanded upon" by Campo. The three runs, which vary in length and shape, will each empty into bowls of between 20-30-feet in diameter and 5-8-feet in depth. The 25 x 58-foot freestyle section has approximately six feet of bank on two sides. According to another partner, Mrs. Loreen Whitney, the safety aspect of the park has been well considered, with full safety gear mandatory, and "safety and behavior codes" enforced. "They are designed," says Mrs.

Whitney, "for the protection of the skater, and for the consideration of fellow skateboarders." As with the Alameda park, a $3 membership will be required.

THE CONCRETE CURL SKATEBOARD PARK. Planned by Hedlund & Co., this Denver park is scheduled for completion by this printing, making it the first custom skate environment to be erected in the state of Colorado. According to Walter Frank, general manager, the two-acre design will feature freestyle areas, moguls, serpentine runs, mazes, a half-pipe, and a 120-foot slalom and 18-foot bowl for "advanced skaters" and "feature events." Says Frank: "The Curl will offer skateboarders maximum safety and an atmosphere comparable to the competitive leagues and playing fields of other sports." Of course, in keeping with that theme, complete safety equipment will be required here as well.

Wentzle Ruml, successfully negotiating an extreme edge commitment at Skateboard World—Torrance, California. Note the precarious unweighted feet in shot #3. Photos: Bolster.

EASTERN SKATEBOARD PARK. Located in Carlisle, Pennsylvania, this asphalt park covers 1,200 square yards, with contours to accommodate all levels of ability. Reportedly, wrist braces, as well as standard protective gear, must be worn on the course. Said Gary Mullen, the 26-year-old owner-operator of the park, in mid-June: "We've had more than 2,000 hours of riding here with only two minor injuries . . . You can reach some pretty good speeds here, so you have to have them (safety equipment) on." Mullen, a skateboarder himself, has received considerable good will since the park opened, not only from the approximately 1,000 local skaters, but from the city's police, who now spend less time chasing those same skaters off streets and playgrounds. "Some of the Carlisle Police have come up to me and shook my hand since we opened," he explains. What's more, Mullen may, in fact, have set a trend for the state, for, as various reports have done it, there are new parks now planned for both York and Downington.

FREE FLIGHT SKATEPARK #1. Another Campo Construction effort, this Carrollton, Texas, project will be the first for Texas Skateparks, Inc. of Dallas. Besides the aforementioned large, banked freestyle area, within the over 50,000 square feet of concrete will be: a 340-foot snake run with two bowls; a 220-foot slalom ending in a "tear drop bowl"; a 12-foot-deep "drop bowl," reportedly

an outgrowth of the late Fruit Bowl; and a "22-foot-wide 'half-pipe line' that is 11-foot deep." A $3 membership will be required, and skaters will pay an hourly admission rate, rather than according to sessions.

GLENDORA PIPELINE SKATEPARK. In the East San Gabriel Valley of Southern California, will be a new park designed by Woody Dike, whose background includes Skatepark Montebello. Skater Mark McIntosh consulted on the runs, which range from a beginner's course of 120 feet, to an expert's run of well over 200 feet. Also among the six runs and 28,000 square feet of skateable terrain will be an over-400-foot slalom, and a 170-foot "ditch run" with 13-foot walls and five feet of vertical. Owners Larry Stanfield, Dennis Stockhousen and Jose Echevarria have chosen to surface the entire skating area in shotcrete, "and balance it perfectly with a great amount of

landscaping." Full safety gear will be required, as well as a "lifetime membership" of $4.

MIDCITY SKATEBOARD PARK. This Grand Prairie, Texas, facility was developed by Texas Amusement Parks, Inc., from a design which local skater Bob Moore produced after visiting California parks. Despite the chipped and cracked gunite surface, already revealing many patches, the layout offers a good cross between the Concrete Wave and Carlsbad, with a freestyle area, four runs, and four bowls of 4-7-foot in depth. Interestingly, the back run ends in a mound and 70-degree wall, great for kickturn practice. Although only half of the 2-acre site is surfaced for skating, there is another five acres behind the park, reportedly earmarked for expansion. Once more, protective gear must be worn in the park.

SKATEPARK SOQUEL. Santa Cruz local Chris Corey reports of a new 3.2-acre park scheduled for a late summer opening in nearby Soquel. Owned by Ed Da Rosa, of Backyard Park fame, and Stephen Houts, the facility will consist of two asphalt-covered runs in an aesthetically landscaped setting. Along with the use of conventional safety measures, the owners are planning to secure special metal rings over the runs at night to prevent illegal, and otherwise unsafe, riding.

SUPER SURF. Vineland, New Jersey, is the home of this new $140,000 park (excluding property) developed

SKATE PARKS!

The Paved Wave—Ocean City, New Jersey.
Photo: Jim Hyers

Rodney Jesse, skateboarding at Skatopia.
Photo: Tom Sims.

The superbly precise Stacy Peralta, freewheeling in the Pipeline's awesome 15-foot bowl.

by Skateboard Associates, Inc., also of that city. Constructed by Miles Construction Co., and engineered by Meridian Associates, this 2½-acre facility contains a banked freestyle area and a good combination of runs and bowls. The "main run," for instance, in one section drops a considerable "20 feet within 200 feet." The two 100-foot "slalom runs" offer different degrees of difficulty, as do the two bowls. One such "pool" drops 12 feet and has a circumference of 50 feet, while the other has a circumference of 40 feet and is "open mouthed" at one end. According to Thomas K.J. Tuso, President of Skateboard Associates, the park was surfaced using an "$80,000 concrete truck which mixes the concrete right on the job . . . they can adjust the amount of water, sand

Smooth contours are conducive to smooth moves. Local Tom Graham, off the lip at Fountain Valley Skateboard Park. Photo: Motil.

Ellen Oneal carving delicate lines at Skateboard World. Photo: Motil.

stone or cement to make the mix exactly what they want for the particular climate condition where the cement is being poured." Thus, Super Surf reportedly maintains an unusually smooth, uniform finish on all sections of the park.

SURF'S UP SKATEPARK. On June 25th, Ed Repphun opened Ohio's first skateboard park, on a small site in the city of Warren. The design provides a freestyle area and a "36 x 40-foot bowl with 4-foot walls." Adds Ed, "It's a start for us."

TEXAS PIPELINE. This park is named for the previously mentioned 20 x 40-foot pipe planned for the 3.3-acre site in Houston. A very substantial 2.5 acres is actually devoted to skating, with three freestyle areas, nine runs, and nine bowls also included in the layout. Again, says Karen Mackay: "Our bowls range from a beginner's bowl at 6 feet, to intermediate bowls 8, 10, and 12 feet, advanced bowls at 14 and 16 feet, (and) a super pro-bowl at 20 feet with 10 feet of vertical." Furthermore, all the "large bowls" will have coping to complement the partially vertical walls. A September 15th opening is in the works.

U.S.A. SKATEBOARD. This Irving, Texas park, already mentioned, bears the Paved Wave trademark—a main run down a small hill (in this case, 18-19 foot high) into a large curve and, then, into smaller banks. Although the design includes a freestyle area, a beginner's slalom, and a 7-foot-deep figure-"8" bowl, skate patroller Mike Hines

states that "90% of the skating is on the main run." Because of Texas' hot summer weather, with average highs in the mid-90's, the park doesn't come alive until after dark, when the number of riders jumps from 10 to between 30-40. "Everybody just kind of hibernates during the day," says Mike. (Hint to park developers, especially in the South and Southeast: don't open without night lights!)

GENERAL PARK INFO: The "SkaterCross skateboard championship-Summer Series," having been held at Reseda every Wednesday since June 29, will culminate in a major contest sometime in mid-September. Trophies and prizes have been awarded in the amateur classes,

"Today's skateparks are the testing grounds for tomorrow's skating." Shogo Kubo . . . extreme tail-tap at Skateboard World. Photo: Motil.

Opening day at mellow "Rock Park," Colchester, Connecticut. Photo: Pete Pan.

while 50% of the Pro entry fees have been going directly back to the Pro winners. Says Reseda's Lou Peralta, the competition "is sanctioned by ASCRA (American SkaterCross Racing Association). Its sole purpose is to promote 'the Sport of the Future' and to make available to all skateboarders of all ages and expertise, the opportunity to compete against others in their own class and according to their same skills." . . . Skatepark Systems International, Inc. is putting out a brochure called "The Waverider," which they refer to as "a definitive guide to the establishment of "maximum safety" parks . . . ." See upcoming ads for further information . . . Skatepark Publications, out of San Diego, announces the following: "December 9 and 10, 1977 have been set as the dates for the "1978 Skatepark Conference" to be held at the Town and Country Hotel in San Diego, California." All interested parties should contact Skatepark Publications (P.O. Box 1858, La Jolla, CA. 92038.

HELP US KEEP ABREAST. In the past, SKATEBOARDER has spent many long hours tracking down rumors of new parks. Now, with the phenomenal growth of the skatepark industry, it is all but impossible to stay ahead of the game. Therefore, if you have a new park or one nearing completion, we would appreciate the following information: (a) name of park, address and phone number; (b) the concept or goal (other than monetary); (c) a physical description (size, runs, surfacing, etc).; (d) operating procedures (hours, admission rates, etc.); (e) safety measures; and (f) any other unique or noteworthy facts about the park itself or the people involved. See page 8 for information on photographic contributions . . . and we'll keep *you* hangin' in there.

Young ripster, Eric Dressen, definitely into where he's at . . . one-wheeling near the top of Skateboard World's half-pipe. Photo: Guy Motil.

THE PEPSI TEAM

"Stacy, and all the skaters on the team, actually, skate very well and have a very healthy attitude toward representing the sport and helping the kids around them."—Russ Howell. Photo courtesy of Pepsi.

by Brian Gillogly

"Any sport really needs big, outside sponsors. The manufacturers in skateboarding already have their demand, and they can't pump up their supply fast enough to meet it. They don't have to promote. But every sport needs promotion from somewhere, and Pepsi's really done the best for skateboarding here in America."

—Russ Howell

Not since the days of the original Hobie Team in the mid-sixties—if, in fact, then—has there been a more ambitious promotion program for skateboarding as that which was launched last April in the greater L.A. area under the sponsorship of the Pepsi-Cola Bottling Company of Los Angeles. In the last few years, teams representing G&S, Hobie, Power Paw, Bahne and a few others, respectively, may have each covered more actual mileage pushing their products from West to East Coast and beyond. But with the Pepsi Team's record of over 170 exhibitions at public schools (predominately junior highs), ranging from 30 minutes to an hour in length, plus more than 20 major demos at car shows, shopping malls, fairs, etc., there's really no comparison.

And yet—despite the fact that the favorable response to the team, and the resulting increased demand for its services, is presently causing its expansion from ten to forty members, and the formation soon of an East Coast counterpart—the real difference between this and any other team, past or present , lies somewhere else. It has to do with the conspicuous absence of any direct product promotion, for nowhere in the Pepsi skating program are team riders required to praise the soft drink , or even sample it (most of them surveyed, in fact, prefer "Mountain Dew" over the parent product). And neither are they encouraged to ride any particular board, wheel, or truck; although the company which organized and administers the team, Imperial Century (out of San Diego), is also responsible for California Rainbow Skateboards. For if the Pepsi Team could be said to be

"Not surprisingly, ramp riding is always the highlight of Pepsi's major demos." Paul Hoffman. Photo: Jim Cassimus.

THE PEPSI TEAM:

"These are the guys they see in the magazines, and they finally get to meet them and get to see some skills that they thought would never be possible before." Russ, amazing spectators at the Orange County Fair. Photo: Jim Cassimus.

"I've learned a good 10-15 tricks just being on the team . . . it's a good experience." Gordie Lienemann, bunnyhopping. Photo: Jim Cassimus.

"selling" anything, it would have to be identified simply as a healthy attitude toward skating—which, at a time when federal, and, in some cases, local government, is threatening to crack down on our sometimes reckless sport—must be considered the most valuable commodity they could possibly offer.

"We got interested in skateboarding upon seeing the potential of the sport. It's moved out of the fad stage to where we are now, where the state of the art, and the business, has clearly made it part of growing up, rather than just a temporary phenomenon."

—Jim Davie
(Director of Marketing, Pepsi, LA)

In the Fall of 1976, Pepsi-Cola International (headquartered in New York) began showing on national television a 30-second commercial which was filmed entirely at Carlsbad Skatepark. That commercial and a subsequent Pepsi, L.A., campaign which offered a discounted skateboard as a premium item, generated such positive feedback in Southern California, that Jim Davie, in charge of promotion for the L.A. branch, decided that he wanted to somehow continue that identification with the sport. "From an age standpoint," Jim recently explained, "these are the Pepsi Generation, and we want them to think favorably of us."

Last winter, Jim began meeting with John Baron of Imperial Century/Rainbow Skateboards—which had supplied Pepsi, L.A., with the premium board—to discuss alternatives for skateboard promotion. From within those meetings eventually came a proposal from John for a skateboard team which would put on assemblies at junior high schools, stressing safe skateboarding above all else. As both parties agreed, such a program would not only bolster Pepsi's good identification with youth sports locally (soccer, flag football, and basketball), but would perform a very useful educational service among the peak skateboarding age group. Thus, John and associates Dave Ohlson and Bill Andrews, set about developing a suitable program and

Lonnie Toft, helping to turn the audience's conception of the sport upside-down. Photo: Jim Cassimus.

THE PEPSI TEAM:

Gordie, making "new friends." ("Whenever they go on campus, they're treated like rock and roll stars . . ."—John Baron.) Photo courtesy of Pepsi.

script, and fielding a team.

In March, at Center Jr. High in Torrance, a prototype demonstration was held, and the Pepsi Skateboard Safety Team was born. Stacy Peralta and Russ Howell—both of whom had experience with similar exhibitions while on tour in Australia a year and a half before—made recommendations for team members. Paul Hoffman, Gregg Ayres, and a few other more obvious choices, also helped in the basic selection of the original 11-man team which emerged from that first demonstration. Curiously enough, as Paul explains, that was their "best school demo" to date. "We got swamped by the kids afterward!"

That first assembly, in fact, confirmed expectations and set a tone for what was to come. As John recalls it: "The response from the principal and from the other instructors there, was that they've never had an assembly before where they had total concentration of the student body for 40 minutes." Based on that initial success, all the junior highs in the Pepsi, L.A., marketing area (Los Angeles, Orange, Riverside, and San Bernardino Counties) were contacted for their own exhibitions, and the rest is history. "Out of 170 schools," says John, "168 gave us nothing but praises and asked us to come again . . . because the safety message got across."

"One of the skits we do is the 'Crazy Skater vs. the Safe Skater.' It starts out:

"'Let's go skating.'

"'Naw, wait—let me get my safety equipment.'

"'You're not going to wear safety equipment, are you?'

"'Yeah, man. Safety equipment's happening!'

" 'But you'll look like a nurd! . . ."

—Gordie Lienemann
(Pepsi Team member)

Gordie's interpretation of the team's favorite safety skit is characteristically personal. In all instances, however, the "unsafe skater" is eventually run down by a car (in Paul Hoffman's version, it's a Turbo Carrera), represented by a third skater. Another team member

"For if the Pepsi Team could be said to be 'selling' anything, it would have to be identified simply as a healthy attitude toward skating . . ." Russ Howell treating spectators to a six-pack. Photo: Jim Cassimus.

THE PEPSI TEAM:

Lonnie Toft. "The general opinion of the principals is that it's the best program they've ever had in their schools. The kids are definitely turned on to it because the majority of them can relate to it."—Jim Davie. Photo courtesy of Pepsi.

provides the "necessary audio effects" over the microphone, and everybody has a good laugh.

Other such allegorical skits, likewise developed by Dave Ohlson, point out the hazard of riding in restricted pools, in the street, and too close to pedestrians. They're all meant to convey a positive attitude toward skateboarding; and, to varying degrees, they all work. The team members take turns acting out the different parts; they have fun with them, ad lib a lot, but always get the point across.

Jim Davie does not discount the simple effectiveness of the program's approach, from the introduction and discussion of historical background, to the safety skits; and, lastly, to the ever-popular freestyle routines set to music. However, he *is* inclined to give "particular credit" to the team members themselves:

"They've come a long way in becoming spokesmen for Pepsi and safety," says Jim. "They've gotten a lot of professionalism into their act. Interspersed with humor and commentary, the basic narration has been very good."

John Baron also recognizes a sense of maturity which has developed among the group in dealing with the "responsibility of representing a very large, legitimate corporation." Part of that change is the confidence which the team has found in speaking and performing before an audience. Even when there have been only two or three members putting on a full demo (as is the case with small assemblies), they have been known to almost fight over the microphone. "Nobody could talk at the beginning," explains Paul Hoffman. "But now everybody would almost rather talk than skate."

John Baron sometimes wonders if he's actually helped create a bunch of "stage monsters," though successful ones. Most of the team agrees on that thought, pointing to Waldo Autry as the prime example.

"Waldo tells all his 'war stories,'" says Paul. "We almost have to stop him sometimes, and grab the mike. He tells about his Signal Hill experiences, his handstand down a hill

"These are the Pepsi Generation, and we want them to think favorably of us." Russ, capturing the attention of several generations. Photo: Jim Cassimus.

THE PEPSI TEAM:

in Colorado, and his beer drinking stories. Then he gives his drug seminar: 'You don't have to take drugs—you can always go out and spin 360's.'"

And yet, Paul would have to concede, as does Gregg Ayres: "'Tex' (Waldo) is sometimes the best guy on the microphone for the team. He *always* keeps their attention."

But perhaps the most remarkable aspect of the program is that at any one school demo, the young audience is able to wait the usual 15 minutes before they get to see any real skating. Not only are they in the presence of some of the most renowned skaters in the world (aside from the aforementioned members, they include Jerry Valdez, Allen Scott, Marc Smith, and Ed Nadalin); but the word's out that, as a direct consequence of being on the team, their skating has been getting even better.

Says Gregg Ayres: "It keeps you in really good practice to skate with a bunch of the best guys almost every day. A few times a day sometimes." Or as Gordie Lienemann explains it: "We're getting a lot better . . . exchanging ideas, copying each other's tricks." What's more, that improvement is not confined to freestyle.

"They have what is probably the best ramp I've ever seen. It's a portable ramp that folds up and is easily transported. And when you get it down, it's like a 20' half pipe. All the guys on the team get three wheels out . . . it's just a casual thing."

—Russ Howell

Starting late in April for major exhibitions, the Pepsi Team began using one of the most unique portable ramps ever conceived. Designed by John Baron and Neil Graham, the wood base and plexiglass arms form a half pipe large enough to accommodate some amazing riding. In fact, with the notable exception of Bob Biniak and Doug Schneider, within its ranks, the team can boast of the best pipe skaters around. Gregg Ayres is unbelievably versatile. Waldo's rollbacks are definitely in a class of their own. And Stacy Peralta is reputed to have wired a full 360 on the uppermost edge of the plexiglass. Not surprisingly, ramp riding is always the highlight of Pepsi's major demos.

John Baron says he'd like to take fuller advantage of the team's bank riding abilities, especially when, and if, the demos become included in football and basketball half time shows, and baseball pre-game activities. Such a possibility is highly conceivable, considering the wide exposure the safety demos will be receiving in the coming year. Not only has the Pepsi-Cola Bottling Company of Rhode Island (a 12-state conglomerate) signed with Imperial Century for a similar program, but a number of other branches are reportedly also interested. Furthermore, in the near future, representatives of the team will be visiting Pepsi bottlers in Germany, France, and England, toward possibly internationalizing the scope of the program.

"There's an admiration toward the skaters on the team (from their peers). Everybody wants to be on it."

—Paul Hoffman

As of this writing—at skate parks in the L.A./Orange County area—John Baron and Dave Ohlson are holding tryouts for an expanded team (reportedly, young Paul Hackett has already been selected). Inasmuch as other Pepsi Teams will be formed throughout the U.S. before the end of the year, John suggests that "any skater who is hot in freestyle and has a good public appearance," contact Imperial Century for the dates and locations of upcoming auditions (address: 9455 Cabot Drive, San Diego, CA 92126, phone: 714-566-4500).

Other non-skateboard companies interested in backing safety programs should also feel free to contact Imperial Century. "We're trying to promote skating and the sponsor's public image," says John, "and not any specific products."

Considering the enormous good will which has accrued to Pepsi, L.A., as a result of their sponsorship of the L.A. area program, this may only be a sign of many such safety/demonstration teams to come; and, as a result, brighter future ahead for the sport.

"They have what is probably the best ramp I've ever seen." Pepsi was the first to introduce a portable half-pipe to safety demonstrations, especially significant in that it employed plexiglass to provide the audience with a clear view. Photo: Bob Remo.

"It keeps you in really good practice to skate with a bunch of the best guys almost every day." Photo: Bob Remo.

Stylish lip carve at Skatepark Montebello. Photo: Ray Allen.

"I just skate." Lip glide at El Cajon. Photo: Ray Allen.

"I think the most radical thing you can do is no-wheelers." Photos: Bolster.

Who's Hot!

PAUL HACKETT

14 years old, rides for Team Malibu

"For his age, he has unreal ability, confidence and discipline not to push it too far."—Ray Allen. Paul, defining the possibilities at Reseda SkaterCross. Photo: Ray Allen.

A visit or two to just about any skatepark these days will tell you that the sport is breeding a phenomenal number of wonder kids. Moves that were almost unheard of even a year ago are now so easily mastered by the under-sixteen elite, that it appears that, especially on the verticals, these *are* the prime years.

And so it also seems that any one young skater in 1977, must possess extraordinary ability and style to merit close attention from the skate media. Without exaggeration, Malibu's Paul Hackett more than fits that bill.

Paul is figuratively and literally following in the tracks of some of the greats of contemporary skating. His early formative years spent riding hills and school yards in the Malibu-Pacific Palisades-Santa Monica area, he has long profited from direct exposure to the uninhibited Alva-Adams approach. In the "Cadillac days," he and his older brother, by two years, David—very much an Alvaesque skater himself—spent many long sessions at local hot spots, Bellagio, Kenter and Revere, just riding with "the boys."

And more recently, together with the rest of Team Malibu, Paul has been known to show up at Skatopia or Upland, and purposely take his runs following directly behind a Biniak or an Alva, somehow studying that skater's line, sometimes matching it in his own smooth, surfy style. Although he is admittedly out there "to have fun," he finds that to be entirely consistent with learning, a trait which his coach and manager, Ray Allen, regards as responsible for Paul's quick progress. "He's definitely a thinker," says Ray.

Aside from Paul's easy tail-tappers and one-wheelers, that maturity is reflected in his freestyle, where he does a little bit of everything—from 360's, to wheelies, to slides—and does it well. Of course, being a frequent park rider, Paul prefers banks, bowls and pipes, but Ray—looking after Paul's best interests—continues to orient him more and more toward the freestyle discipline. "I know that if they're going to pick up a big sponsor," Ray explains, "they'll have to be able to skate where there aren't any banks or bowls."

Interestingly enough, a few days after Ray made that statement, Paul became one of the first new members of the expanded Pepsi Team-Los Angeles. He'll be touring with the team, teaching safety and, undoubtedly, learning from such notable fellow members as Stacy Peralta, Gregg Ayres and Waldo. Ray will continue to direct his progress in all areas, including slalom (Paul has been cleaning up at local park competition recently) and riding with the revolutionary "Suspenders."

"I've only been using them for a few months now," says Paul. "Right now, it's only a sideline. It takes a lot of training. But sometimes I like to put them on and go wild. Like flying off one ramp and landing on another. Or, in bank riding, instead of doing a kick turn, just going up and doing a 180 in the air and coming back down."

As for the question of future goals, Paul has much less to say. "Goals? . . . Not really . . . I just skate."

At this point in his life, and considering the width and depth of his ability, that seems quite enough.

BRIAN GILLOGLY

Tunnel conforming in the Pipeline. Photo: Bolster.

Who's Hot!

DARREN HO

16 years old, rides for Town and Country/Z-Flex

A Hawaiian sizzler has just blitzed the mainland for his first time. As Jay says: "He's the hottest guy I have ever seen from Hawaii; he's blown a lot of minds around here. On his first day out—he totally ripped!" Darren is also a young individual who goes to church every Sunday, and has accomplished the difficult union of diverse metaphysical planes.

Jay, Shogo and Jim Muir greeted Darren's plane with a Dogtown-style howzit: shredding down the escalators, skating through the passengers, and causing general skate havoc throughout the baggage claim area. Darren's only comment: "This is really different, I know I am going to have to adjust."

Two years ago, Roy Jamieson first initiated Darren to radical skating at an island pool. He was stoked, and started skating on a Z-Flex with Bennetts and Road Rider Two's. His quiver now includes a 30" Z-Flex equipped with Half Tracks and Tunnel Rocks; a setup reserved exclusively for bowls and pools. For freestyle he uses a newer, updated version of his original 27" Z-Flex board.

Because of his adeptness in vertical terrain—and his Kung Fu experience—Darren's mainland friends have named him "Tilehopper." Some of his new friends include Gregg Weaver and Wally Inouye; he was impressed with their mellow attitudes and devastating capabilities.

"I take Darren skating with me for two reasons; first, he rips! Second; he's the only guy who keeps Jay under complete control."—*Paul Constantineau.*

At home, Darren skates Aala Park and Wallos. He was able to make a trip to the Arizona pipes with Tony, Shogo, David Hackett, and da boys: this was the highlight of his mainland skate expeditions. When asked about commercial areas, he said that his favorite spot is Buena Park: "the half pipe is perfect for 'tail-tappers' and 'lip slides.'" He also enjoys warming up in the baby pool with insane vertical reentries.

A precise, and total, edge commitment . . . with a lot of style. Photo: Darrel Kau.

Wentzle Paul Ruml IV: *"I've seen Darren getting better at skating in Hawaii, and after six weeks of Dogtown energy, there will be no stopping him now!"*

When asked about the Dogtown influence, he explains that "it's so hard to describe; I guess it is all a matter of energy. For so long I held back in reserve and tried to conserve my energy; now I see things differently. It is not a matter of conserving it—it is a matter of getting it loose. It's hard to hold back when those guys are urging me on; I am going to bring this attitude alive in the islands, and push my friends to the max; it is definitely an experience that I want to share. I don't like to shine anybody on; after all, the experience is constant; it's only limited by your anticipation."

As for the lip regarding the Down Southers and the Dogtown crew, Darren says, "it is getting a little out of hand; there is no need for threats and no room for empty violence; after all, it is only skating; it is fun, and it is always a gas!"

Darren is definitely planning to enjoy many sessions with his mainland friends. His easygoing, Hawaiian attitude, and the mastery of his arts has earned him the respect of skating's elite.

LAINEY ADAMS

"You can really get into it and jam it."

One of the original La Costa racers and present downhill pros.

"I'm there to race, and that's it." Mike, showing intense concentration through the cones at the 1976 Carlsbad-Hang Ten.

Who's Hot!

MICHAEL WILLIAMS

25 years old, rides for Gull Wing/Lightning Bolt

"It's really entertaining as a family-type of sport." Mike, Rebecca, and twin sons Aaron and Aubrey. Photo: Ralph Starkweather.

Were it not for space limitations and other regretful restrictions, this profile on San Diego's slalom and downhill ace Michael Williams, might well have taken the format of an in-depth interview rather than just a more or less conventional "Who's Hot." There is good reason.

Not only is Mike a top-rated racer and highly competent all-around skater, but he is also bright, well-spoken and has, seemingly, already led a full life.

Mike was, by his own admission, one of the early surf rowdies from San Diego's "Cliffs" area; and, as such, an original "fish" rider as well. (The fish, which was innovated in the late sixties by Cliffs local Steve Lis, is a relatively short surfboard with a split tail, two fins and skateboard-like maneuverability.) He was also among the first regular racers at La Costa some three years ago, following the example of his former surf buddies, Bobby Piercy and Tommy Ryan. Although he feels his reputation was built almost exclusively on those early skating efforts, his more recent competitive successes—2nd in Slalom and 3rd in the Speed Race at Long Beach, 1st in the Downhill at the Carlsbad-Hang Ten and 2nd in the Downhill at Akron—certainly have not detracted from his public image.

But Mike is likewise known as the preliminary designer of, and major force behind, the successful Gull Wing steering unit, more recently contributing his expertise to the upcoming Gull Wing park truck and a new series of safety pads from Torsten Hallman.

And interestingly enough, a married man with twin, 4-year-old boys, Mike has made the transition well from "surf bum" to the role of conscientious father and able provider. Though that responsibility is gradually turning him into a "weekend warrior," as he puts it, Mike is undismayed. He currently derives enormous satisfaction from skating with his family (his wife, Rebecca, won the 1976 La Costa Summer Races; his kids have been cruising on their own boards since age 2) and advises other young families to do the same. "It's just a tremendous recreation," says Mike.

Thus, all things considered, Mike certainly could provide an interesting, possibly enlightening interview. Perhaps the next best thing, then, is the following sampling of his well-considered perspectives on skating and life in general.

The optimal slalom run:

"A G.S. (Giant Slalom) going through snake run . . . that really stimulates the imagination. There's so much you could do with something like that, bringing racing and surf-type riding into one event . . . A big snake run with a few cones put at the parts where you come down to the bottom again, so you have to go through a series of cones and back up the wall . . . It would be an exciting race!"

Favorite races:

"We've been racing back in Colorado for this circuit called 'Another Roadside Attraction.' There's five different races in the circuit, held on street runs and at mountain passes, and I've gone to the last three of them. They're the most fun races I've ever been to. Well organized, never any timing problems and the people—most of them skiers—are just fabulous . . . they love racing."

Slalom technique:

"I skate surf stance, similar to Henry Hester. With my feet right above my trucks, so the trucks are almost an extension of my feet, I always have (pressure) on my wheels, keeping them from sliding out . . .

"Just before a race starts, I usually take three or four deep breaths and then just hold it . . . and when they're counting down—'On your mark, get set, go'—I take a breath between each one so on my start, my body is going to that tempo. Somewhere between 'get set' and 'go,' it just clicks. I've found that you really have to be heading out of the gate by the time he says, 'Get set.' Like at Akron, the guy said, 'Get set,' but the racer next to me wasn't ready, and yelled, 'Whoa, wait!' . . . and I was already out and broke the gates. I bent them in half and broke right out of them . . . I couldn't help myself. You just have to cock and spring and that's it—you're gone . . .

"A strong part of it is mental. You just have to think as fast or faster than your body's moving, be able to project with your mind down the course. It's just like throwing a rock and directing it with a yell, similar to the way Indians did. You can direct your body that way by not letting any outside (thoughts) interrupt what you're trying to achieve."

Favorite spot:

"For all-around riding, I'd have to say I like Upland (The Pipeline Skatepark) best. Checking out the big bowl is like paddling out to Sunset for the first time. And you can get more weightless in a pipe than any other form of skateboarding . . . that's where the surfing feeling really comes in."

Life goals:

"I guess my goal is to be financially happy by the time I'm 35. At that time my children will be early teenagers, and I'd like to take them sailing around the world. There's a lot to see out there, and I want them to see it."

Future of the sport:

"I think that in a year or so there are going to be racing camps similar to what they have in snow skiing. Bob Piercy and I have discussed it heavily. You could have a video machine, a few pros and a little park there. And kids could come and learn what it took us years to learn . . . I would like to get involved in something like that. There's so much potential there—it would be unbelievable!"

BRIAN GILLOGLY

EQUIPMENT UPDATE

KIP PROTECTIVE GEAR

KIP of Midway City, California, offers two new products to complete their line of protective gear.

The "Z Skateboard Helmet" is constructed from a strong, yet light-weight, fiberglass material; engineered with air vents and a shock liner that's sculpted with air stream grooves to help keep you cool. The helmets come in two shell and five liner sizes to accommodate all sizes of heads, from XS to XL, and are available in several colors. Also, the detachable liners can be removed for cleaning to keep you "smelling like a rose."

KIP "Armadillo" knee and elbow pads are made of multi-layered, moveable sections of padding and split hide to conform to anatomical movements. The "Armadillo" pads feature Velcro fastening for custom fit and come in four sizes and a variety of popular colors.

RMI DOUBLE KICK

RMI Leisure Industries, a new manufacturer in Hempstead, New York, has introduced the "RMI Double Kick" skateboard. As far as we know, it's the only wooden board available with a double kicktail. The manufacturer claims that this design provides superior stability and control. Made of hard rock maple and fully taped, the "Double Kick" features cutaway wheel wells and a lifetime guarantee against splitting. It comes in lengths of 25", 27" and 30" and is available in butternut or walnut colors, both with a full furniture finish. You can buy the deck separately or as a complete unit with oversized wheels and trucks, ready to roll.

WILSHIRE FOAM PROTECTIVE PADS

Wilshire Foam Products of Carson, California, has developed a new type of protective pad utilizing shock absorbent plastic foam thermoformed to fit elbows and knees. These pads are tough—in fact, the manufacturer claims they're unbreakable—but still bendable to allow freedom of movement. The thermoforming process allows the mating of various densities of foam to produce the degree of protection needed to keep your knees and elbows in one piece.

KIP Armadillo Pad

KIP's Z Helmet

Pro-Fire Skateboards

SANTA CRUZ SKATEBOARDS

Santa Cruz Skateboards (of guess where, California) announced their new slalom line designed by John Hutson and Henry Hester. The new models consist of John's 26½" Cutaway and 28½" Cutback matched with Henry's 28" H-Bomb and the 29" Cruz Missile.

The outstanding feature of these boards is a unique graphite-loaded process which produces a quicker flex. Santa Cruz representative Jay Shuirman stated, "Judging from recent contest results, these boards should prove to be quite competitive, 'to say the least.' "

Write to John or Henry at Santa Cruz for more information.

BULL SHOT LUBRICANTS

Bull Shot Systems of Los Angeles is doing their part in making everything run smoother for skaters and cyclists. "Bull Shot Super Bearing Grease" is now available after several years of research and testing. The grease has a low friction rolling resistance to help wheels spin faster and smoother. It's also reportedly extremely water resistant with great rust prevention properties.

Bull Shot also makes a long-lasting, rust resistant, bike chain lubricant called "Bull Shot A" which comes in an aerosol spray can for getting those hard-to-reach places lubricated.

SKATE MATE

Skate Mate Manufacturing of Upland, California, introduces a new type of skateboard carrier called "Hip Hanger" which clips onto your belt. It leaves both hands free while still keeping your skateboard in the only really safe place you can leave it—namely, attached to your bod! As the people at Skate Mate are fond of saying, "Hang it and have it, or lay it and lose it."

PRO FIRE SKATEBOARDS

Valley Skateboards of Woodland Hills, California, introduces what they claim to be a "100% functional board with ideal weight and balance." The "Pro Fire" is a totally handmade board with one-piece kicktail construction which is warped and hand-formed to what their designers consider "that perfect angle." Each wheel well is hand-shaped to allow maximum turning ability while still maintaining maximum strength at stress points.

"Pro Fire" boards are available in Magnolia or Oak wood in lengths of 25", 27", 29", and 32", and you can choose either a freestyle or a pool and park model. All the skateboards are finished with a high-gloss lacquer and come in your choice of natural wood or walnut color.

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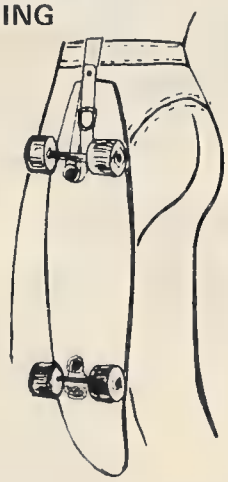

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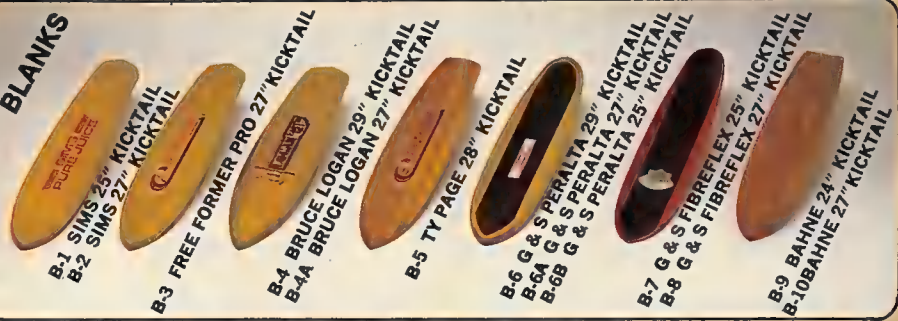

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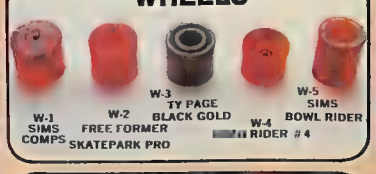

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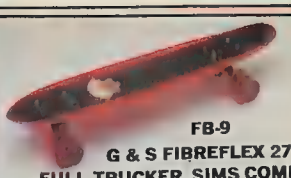

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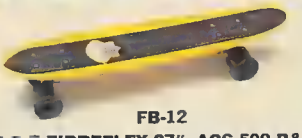

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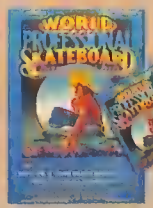

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FOCUS

Flashback on the desert pipes. Gregg Weaver finds some shady solitude.

FOCUS:

The fence at the Aala International Park in Honolulu—which was designed to contain the expected radical performance—was almost instantly transformed into a bizarre new testing ground to further it. Chris Owens, hot wiring the chain link. Photo: Steve Wilkings.

Shogo Kubo, low-profile coping carve—the hard way. Photo: Glen Friedman.

Scott Hanson, moving up in style and tail-tapping for good measure. Photo: Tom Sims.

The Northern California woodchucks have been hard at work since last issue—expanding their wooden wonder into giant proportions. Visitor Davy Schneider peaking out. Photo: Cassirus.

Rick Sales, chief woodchuck, and the owner of the ramp, oversees his private, laid-back domain from appropriate position.

Rick Blackhart one-wheeling, just one of the unique configurations.

An incredible overview of the wooden masterpiece. Doug Schneider in familiar, top-end tradition. Photos: Cassimus.

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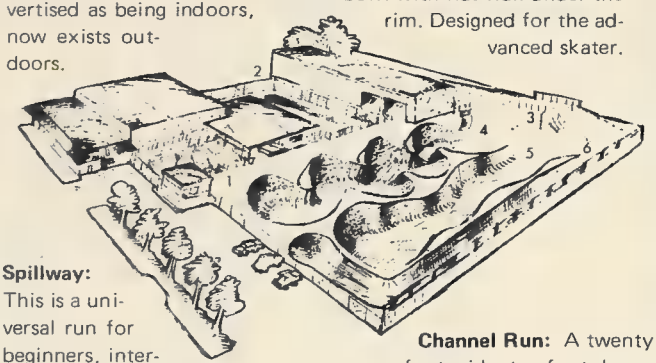

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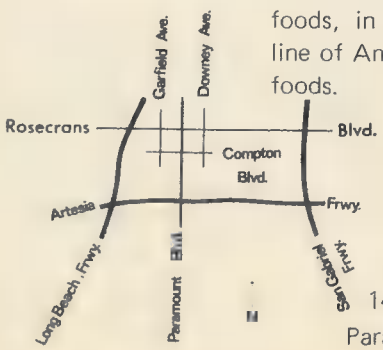

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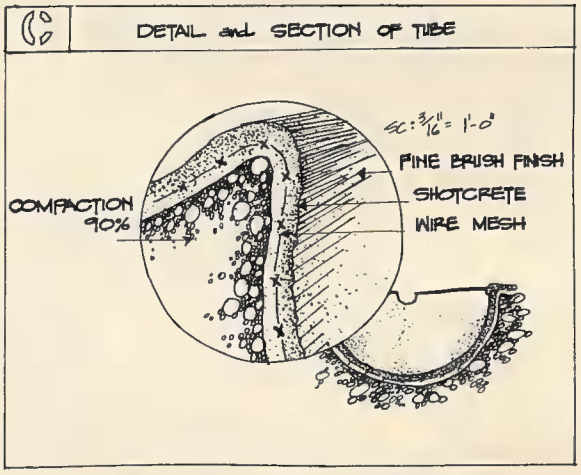

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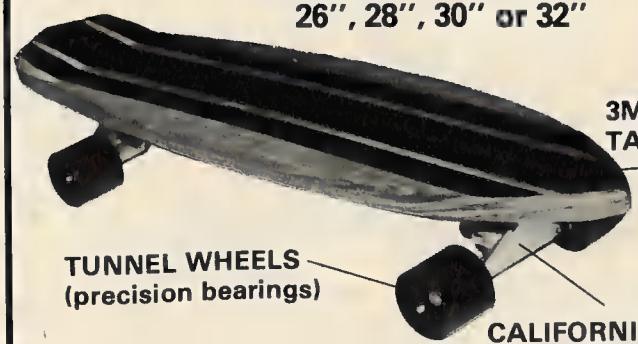

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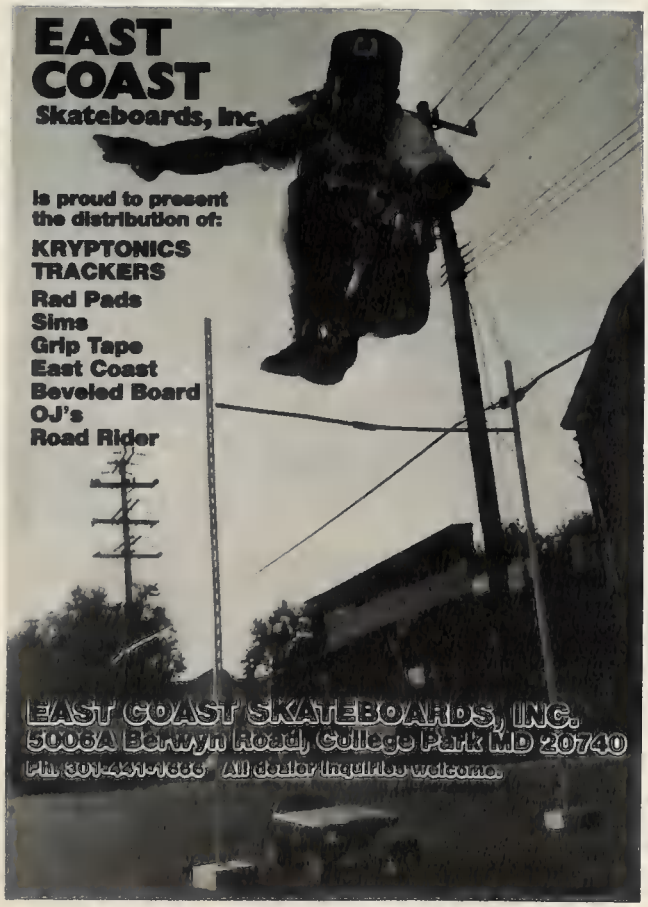

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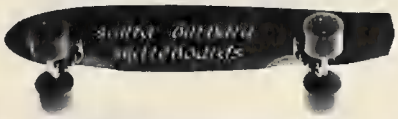

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70cm (27-1/2in)	22.50	25.95
75cm (29-1/2in)	24.50	27.95
80cm (31-1/2in)	28.95	32.95
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100cm (39-3/8in)	39.95	43.95

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All boards are fabricated from top grade select kiln dried woods in oak and ash with walnut kicktails.

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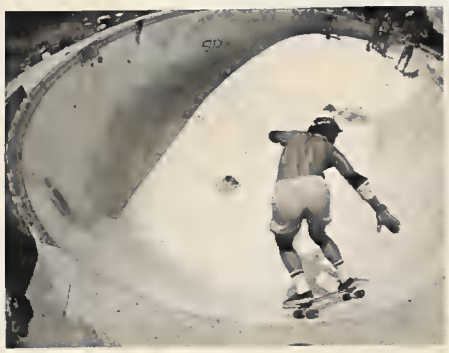
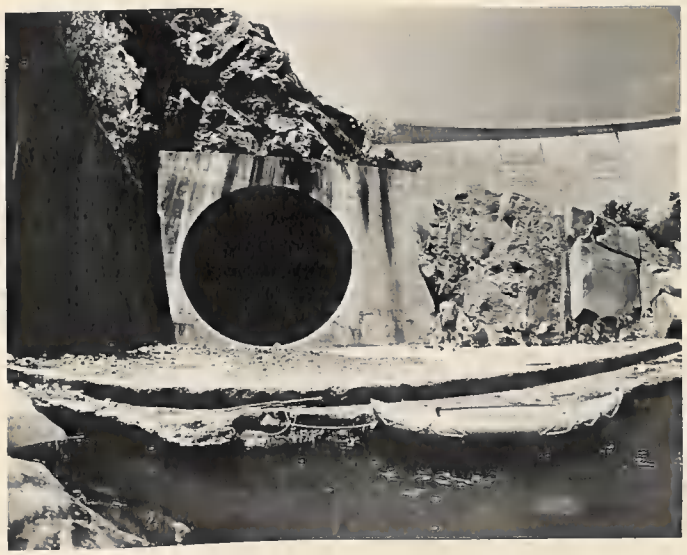
FOCUS:

Murray Estes, unbeknownst to most, was one of the first skaters to have mastered the vertical 360. Kona Bowl photos: Bolster.



If anyone is suffering from the water shortages—it certainly isn't skateboarders! Rick Blackhart—an unbelievable skater, whose fast-growing grassroots rep is just now snowballing into national exposure—enjoys a dam's 30' run-off pipe—an unusual situation only obtainable by boat. Photos: Jim Cassimus.



Like Derby kids, only older, skateboarders win hearts of Akronites (headline, Beacon Journal, Akron, Ohio).

Well, gang, here are the results from ole Don E. Branker's California Free-Former World Professional Skateboard Championships at Derby Downs, Akron, Ohio.

Standup Speed Run
1. John Hutson
2. Mike Williams
3. John Krisik
4. Mike Goldman

Unlimited Speed Run (Cars)
1. Nick Leonard
2. Guy Grundy
2. Garrison Hitchcock
3. Ty Page
4. Mark Bowden

Giant Slalom
1. Bob Skoldberg
2. Henry Hester
3. John Hutson
4. Mike Goldman

First place in each event netted $1500, second earned $750, and third and fourth placers got $375.

The Akron Beacon reported "several skatecar racers said they were a little relieved when the matchup between a Soapbox Derby racer and a skatecar had to be scratched. Skateracer Mike Williams said that thing has 12-inch wheels, and ours have 4-inch wheels. A race between that Derby car and one of our skatecars could have made us look silly!" (Editors note—top speed in the unlimited event was 47 m.p.h.)

END THOSE RUMORS DEPT.

The latest Skate*bored* newsletter lays out several interesting items. The letter states that most of their readership are football players (well, actually soccer players). We salute their in-depth readership survey, and thank them once and for all for squashing those torrid rumors that skaters tend to be surfers. While you need leather gloves for skateboarding, it takes leather balls to play soccer.

RELEASE DEPT.

Surf Disco's own Corky Carroll, better known as Count Carrot-cake on the radiowaves, has just released his latest contribution to contemporary music. Entitled "Skateboard Bill," this just could be the first big skate tune of the decade. Besides being timely, the song sounds pretty good, too. Move over, Jan and Dean, and back into the sandbox, Brian. Watch for it in your local record store on the Jet label.

ATTENTION, SHOOTING STARS

Di Dootson and the National Skateboard Review are holding an amateur photo contest. For info, contact the Review at P.O. Box 2204, Leucadia, CA 92024, (714) 753-6214.

RADICAL EXPOSES

What southern skaters were recently observed skating the Indio Date Bowl in the most radical of skate attire, total non-attire? Yes, skatefans, rumor has it that the famous C. H. and M. E. revealed their conceptions of the most extreme in public exposure. The boys' approach offers the ultimate in lightweight, natural color, coolness and macho (since it's a real burn if you fall).

The latest installment in the epic saga of Mike "Taxi" McCoy: Our hero, accompanied by his usual crew, was executing his definitive version of the California Freeway go-behind, when an unnamed motorist applied his brakes. McCoy, undaunted, escaped disaster through his lightning-fast reflexes, only to later discover that the miscreant driver now was tail-gating him. After a brief interlude of total contact bumper cars, Taxi emerged victorious, and celebrated with a high-speed slalom through the moving four-wheeled pylons, and off into the sunset. It's no wonder that they say—if you're 100 miles away and need to be there in 30 minutes, Mike will get you there in 25.

FibreFats, armed with a new Stevie Miller tape in his personal portable entertainment system, has been wonking and winking at every girl in town (and a few out of it). Fats is quite pleased with his latest discovery—Jana—who rounds out the team at 40 or so.

G. & S.'s David McIntyre—not to be outdone by his alter ego—is nearing the finishing stages on his downhill speed machine. The foil, which is being built with the assistance of Mr. Bennett, is intended for racing against other rapid-transit manufacturers. With the challenge already reportedly accepted by Hobie's Steve McAnlis, can other equally daring duels be far behind?

Mike Weed was temporarily blinded during a Tampa, Florida, demo—by a girl's top, flung in exuberance out of the audience.

Street skating man, Oak Street's Mike Armstrong, is out for a bit due to ankle damage incurred during an ad photo session. Luckily, they got the shot while Army tied on his skates.

Russ Howell's been hitting at least thirty-nine 360's, "more or less," on flat ground at Anaheim's Concrete Wave. So many have reported variations on this theme that we don't have room to list all of the witnesses. Best bet would be to check him out at Anaheim for yourself.

Philane Romero organized a skate demo for the Boys Detention Center at Malibu's Camp David Gonzales the other day. Ray Allen's ramps provided the terrain, Shogo Kubo, John Palfreyman, Jay Adams, Paul Hoffman, Paul Cullen, Marty Grimes and Darren Ho provided the skating, and the inmates provided an excited captive audience. The event was such a success that more are being planned. A revealing sidelight developed when an acquaintance of the group saw them standing behind the main gate to the camp holding their skates. Seems he yelled something to the effect that they all were finally where they belonged.

Meanwhile, the Surgeon General reports that potassium shortages are giving certain photographers fits lately.

Henry Hester has relocated his affiliations with the prestigious Team Santa Cruz. Bad H will surely be at home with John Hutson and the rest of the northern speed demons.

Glen Friedman—who bills himself as either Dogtown's best, second best, or youngest photographer—sends in his latest reports from the New Jersey shore. Glen tells us that Bobby Piercy is at it again. This time he's been jumping with, on and over several Playboy Bunnies. In case there's any doubts, see the extra (p. 141) in this issue. Bobby's definitely got it down, 'cause the girls are on the ground.

International surfing and shaping star, Owl Chapman (who has publicly stated he could handle anything, at any time, for any reason), recently encountered World Champion Bruce Logan's severe training regimen. Reportedly, the boys indulged in some of Brucie's customary 72-hour marathon workouts. Onlookers comment that they were mirror images of the same madness. It takes hard work and determination, like they both exhibited, to be a leader in today's energized action sport.

Chris Chaput, Ray Allen, Stacy Peralta, Kent Sherwood, Shogo Kubo, Waldo Autry, Gregg Ayres, Paul Hoffman and Jay Adams have been filming around for an upcoming TV special to be aired in January. Our on-the-scene informants couldn't recall whether it was going to be on NBC Channel 4, or ABC Channel 7, or was that NBC Channel 7, or ABC . . .

Skip Engblom has moved up from his maitre d' position at Zookies Deli, and is now head goodwill ambassador for the Makaha International Skateboard Club. Wentzle Ruml and Paul Constantineau are known to be members in good standing.

I DIDN'T SEE DEPT.

Attention, contest judges: "I didn't see . . ." is the most common explanation given by drivers involved in an accident. It is also the title of a booklet available for

Turn-around is still fair play. Jay Adams, as last seen besieged by autograph seekers at Torrance's Skateboard World. Jay, although reluctantly allowing the recently common practice of signing his person; was, however, less hesitant to return the favor—much to the horror of the autographee. What did the mischievous lad write? Don't ask . . . but then, every picture tells the story, don't it?

This month's Funny Foto.

free. Send SASE to American Optometric Association, 7000 Chippewa St., St. Louis, MO 63119.

BOUND FOR GLORY DEPT.

The Waldo Autry model from Tunnel Enterprises.

The Paul Hoffman model from Tunnel Enterprises.

The Bob Biniak model from Logan.

Jose Gallan, street skating in his Marine Corps dress uniform at Vandenburg AFB.

Tony Alva, spending two hours trying to decide between Cadillac limousines for the New York City premiere of the movie "Skateboard." His final decision—to rent a limo Mercedes.

FUNNY FOTO DEPT.

Annette Giraldi of Studio City, California, correctly identified the Funny Foto in our last issue, and wins $26.78 worth of Mellow Cat Racing Products. This issue's offering for Funnydom comes from Seymour Snow. Address all I.D.'s and comments to this column. Clue: this Funny person was once a famous publisher.

Due to popular demand, Off The Wall is compiling a top 10 list of musical people. Categories are: musical teams, musical park pros, and musical organization men. The only qualifications are that nominee must switch allegiances rapidly, and with absence of forethought. Please send all nominations to this column.

See you all later unless we get there first.

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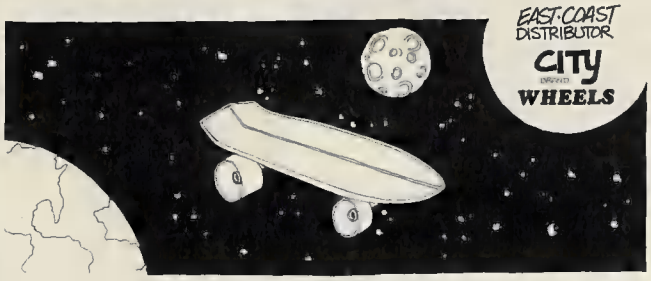

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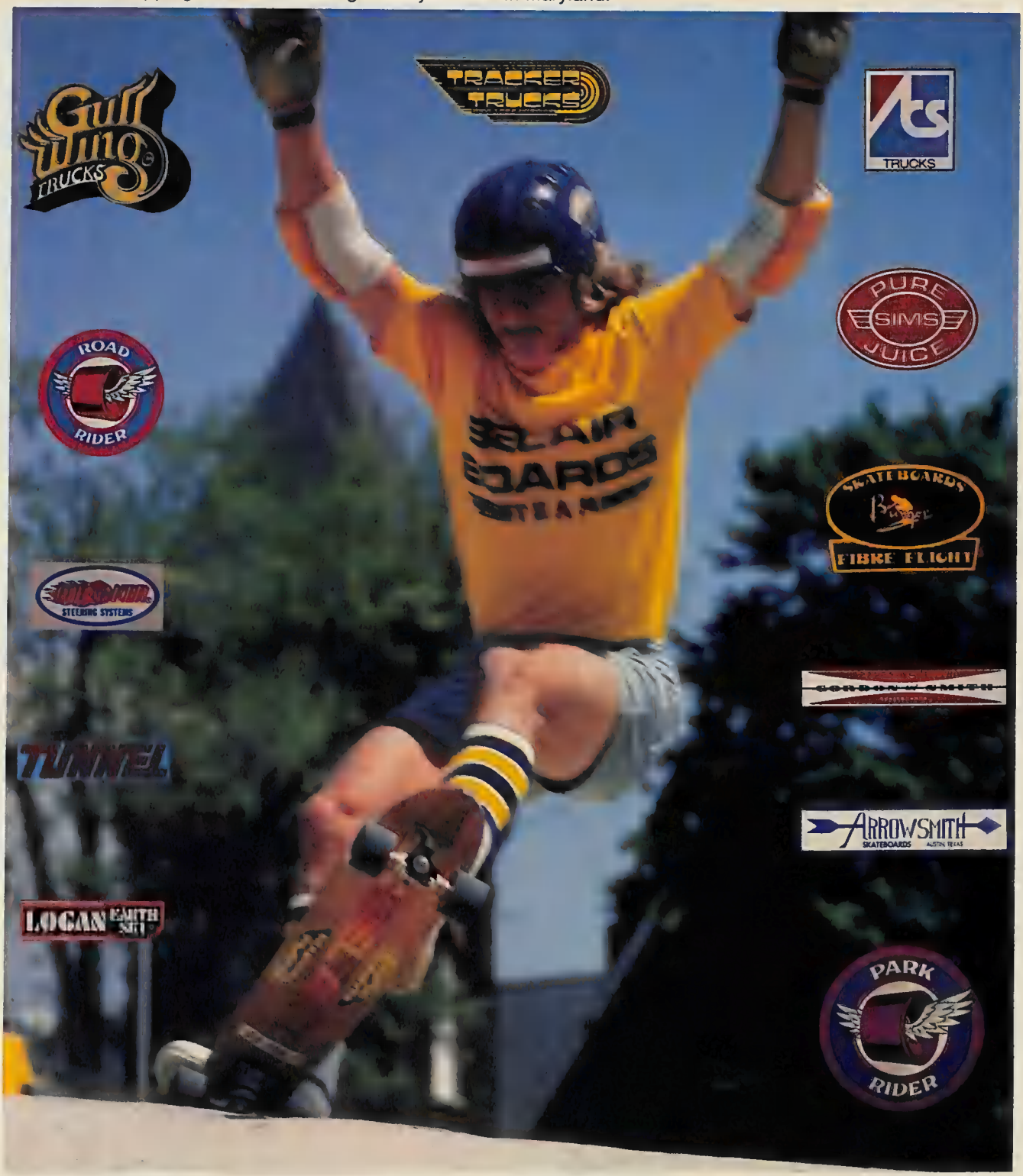
Steve Nelson ripping the "Gaithersburg Freestyle Park" in Maryland.



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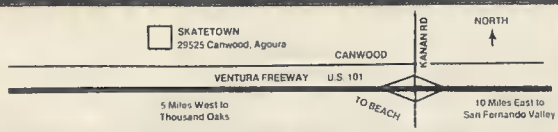

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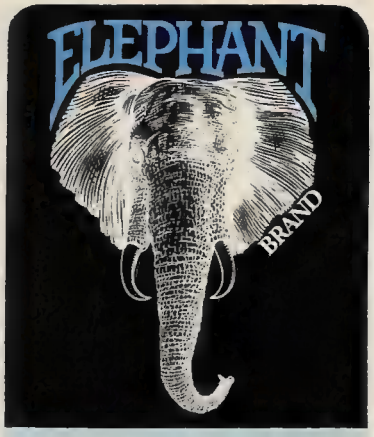

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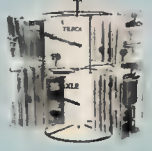

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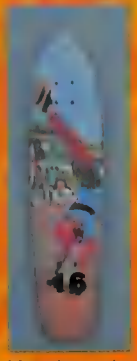

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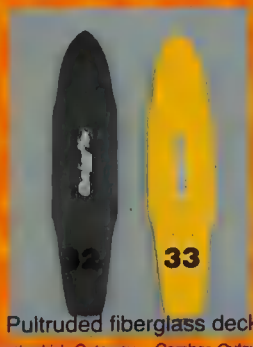

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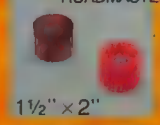

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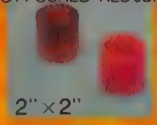

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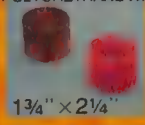

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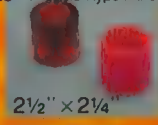

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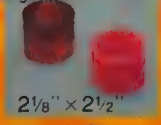

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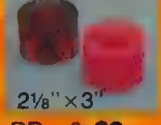

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24" ☐ ☐ 27" double kick (deck # for color_____)
24" ☐ ☐ 27" polished camber
24" ☐ ☐ 27" polished camberkick cutaway
☐ silver ☐ black ☐ gold

WOOD
☐ 24" kicktail
☐ 27" kicktail
☐ 29" kicktail

Add **$2.** per deck (**$4.** foreign) for shipping

Total $ _____

TOTAL QUANTITY OF TRUCKS: ____

____ ACS 430 all silver—**$2.50**
____ ACS 430 Black & Silver—**$3.**
____ ACS 430 Black & Gold—**$3.50**
____ X-CALIBER PRO—**$4.50**
____ ACS 500 all silver—**$4.**
____ ACS 500 Black & Silver—**$4.50**
____ ACS 500 Black & Gold—**$5.**
____ California Slalom—**$6.**
____ ACS 650 Black & Silver—**$7.**
____ ACS 650 Black & Gold—**$7.50**
____ ACS 651 Black & Silver—**$6.**
____ ACS 651 Black & Gold—**$6.50**

Add **$1.50** per two trucks (**$3.** foreign) for Shipping $ _____

Total $ _____

TOTAL QUANTITY OF WHEELS: ____

☐ RR—2 (Red Juice)—**$1.**
☐ OR—2 (Orange Juice)—**$1.50**
☐ RR—4 (Red Juice)—**$1.50**
☐ OR—4 (Orange Juice)—**$2.**
☐ RW—4 (Red wide)—**$1.50**
☐ OW—4 (Orange wide)—**$2.**
☐ RR—6 (Red Juice)—**$2.**
☐ OR—6 (Orange Juice)—**$2.50**
☐ RW—6 (Red wide)—**$2.**
☐ OW—6 (Orange wide)—**$2.50**
☐ RR—8 (Red Juice)—**$3.**
☐ OR—8 (Orange Juice)—**$3.50**
☐ RWT—(wide tunnel red)**$2.50**
☐ OWT—(wide tunnel orange)**$3.**
☐ Giant mag (red)—[redacted].

Add **$1.** per wheel for precision bearings. $ _____
Add **$1.** per four wheels for shipping. $ _____
Total $ _____

____ ¼" shock pads—**$.50** each
____ ½" shock pads—**$.75** each
____ ½" ramp pads—**$.75** each
____ feet of 1" grip tape @ **$.20**/foot
____ feet of 3" grip tape @ **$.50**/foot
____ RAWLINGS helmet—**$10.**
____ metal flake fiberglass helmet—**$18.**
____ RECTOR gloves—**$12.**/pair
____ knee pads—**$5.**/pair
____ elbow pads—**$5.**/pair
____ General bearings-**$.50** each
____ IKS, Koyo, Hoover—**$.75** each
____ German **(NEW)**—**$1.50** each
(8 bearings required for complete board.)
____ flat wrench -**$.50** each
____ T-handle wrench—**$1.75** each
____ sets of mounting hardware—**$.50**/set
____ axle extenders (loose ball)—**$.60** each
____ axle extenders (precision)—**$.75** each

Add [redacted]. for small items (**$3** foreign) for shipping $ _____
Total $ _____

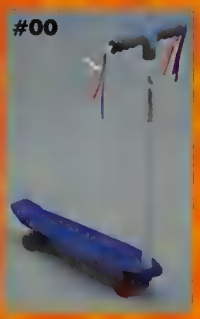
SHIP TO: _____
NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

DISCOUNT TO DEALERS

Sub total $ _____
Add 6% sales tax For California residents only $ _____
Total money order or check enclosed $ _____

NOTE: ALL foreign orders **MUST** be paid in US$ conversion.

AMPUL is still the best for less.



#00 SCOOTER BOARD. Easily converted to POLY KICKTAIL SKATEBOARD, red, yellow, or blue. **$16.**

#01 POLYPLASTIC KICKTAIL SKATEBOARD, red, yellow, blue or multicolor, 2" × 2" wheels. **$10.**

#1 PULTRUDED FIBERGLASS SKATEBOARD, red, yellow, blue or surfer, die cast trucks, ¼" pads, 2" × 2" wheels. **$12.** **$30. RETAIL VALUE.**

#2 PULTRUDED FIBERGLASS BOARD . 24" or 27", ACS 430 trucks, ¼" pads, 2" × 2" wheels, precision bearings. **$18.** **$40. RETAIL VALUE.**

#3 PULTRUDED FIBERGLASS BOARD 24" or 27", red, blue, yellow or surfer, ACS 500 trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide), wheels, grip tape, precision bearings. **$22.** **$50. VALUE.**

#4 24"/27" ALUMINUM DOUBLEKICK BOARD. Any color ACS 500 trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide) or OW—6 (orange wide) wheels, precision bearings, grip tape. **$28.** **$55. RETAIL VALUE.**

#5 COMPETITION WOOD KICKTAIL 24", 27", or 29" ACS 651 Black and Silver trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or , OW—6 (orange wide) wheels, precision bearings, grip tape. **$37.** **$65. RETAIL VALUE.**

#6 27" FIBERGLASS CAMBER-KICK CUTAWAY BOARD ACS 650 Black and Gold trucks, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide) wheels, precision bearings, grip tape. **$39.** **$75. RETAIL VALUE.**

#7 27" POLISHED ALUMINUM CAMBER KICK CUTAWAY PRO/BOARD. Available in silver, black or gold, ACS 651 Black & Silver trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide) wheels, precision bearings, grip tape. **$45.** **$90. RETAIL VALUE.**

#8 27" POLISHED ALUMINUM CAMBER PRO/BOARD. Available in silver, black, gold, ACS 651 Black & Gold trucks, ½" pads, choice of RR—6 (red), OR—6 (orange), RW—6 (red wide), or OW—6 (orange wide) wheels, precision bearings, grip tape. **$50.** **$100. RETAIL VALUE.**

#9 27" FIBERGLASS CAMBER CUTAWAY BOARD Available in red, yellow, blue or surfer, ACS 651 Black & Silver trucks, ½" pads, choice of RR-6, OR-6, RW-6, or OW-6 wheels, precision bearings, grip tape. **$37.** **$70. VALUE.**

#10 27" ALUMINUM DOUBLE KICK CUTAWAY BOARD. Available in red, blue, black, green, gold or silver, ACS 651 Black & Gold trucks, ½" pads, choice of RR—6, OR—6, RW—6, or OW—6, precision bearings, grip tape. **$40.** **$80. RETAIL VALUE.**

AMERICAN PULTRUDED PRODUCTS CORPORATION 100 WEST ALAMEDA AVENUE, BURBANK, CALIFORNIA 91502 213/841-0300 **AMPUL**

AMERICAN PULTRUDED PRODUCTS CORPORATION 100 WEST ALAMEDA AVENUE, BURBANK, CALIFORNIA 91502 213/841-0300 **AMPUL**

#00 ☐ red ☐ yellow ☐ blue _____ (quantity) @ $16. each. Sorry, no options available for #00 Scooter except for colors. Total $_____

#01 ☐ red ☐ yellow ☐ blue ☐ multicolor _____ (quantity) @ $10. each. Sorry, no options available for #01 board except for colors. Total $_____

#1 ☐ red ☐ yellow ☐ blue ☐ Surfer _____ (quantity) @ $12. each. Sorry, no options available for #1 board except colors. Total $_____

#2 ☐ 24" ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer _____ (quantity) @ $18. each. Sorry, no options available for #2 board except for length and colors. Total $_____

#3 ☐ 24" ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ $22. each Plus Options: ☐ 650 ☐ 651 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW—tun ☐ OW—tun ☐ mag Total $_____

#4 ☐ 24" ☐ 27" ☐ red ☐ blue ☐ black ☐ green ☐ gold ☐ silver ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ $28 each Plus Options: ☐ 650 ☐ 651 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW—tun ☐ OW—tun ☐ mag Total $_____

#5 ☐ 24" ☐ 27" ☐ 29" ☐ RR—6 ☐ RR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ $37. each Plus Options: ☐ 650 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW—tun ☐ OW—tun ☐ mag Total $_____

#6 ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ $39. each Plus Options: ☐ 651 ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

#7 ☐ 27" ☐ silver ☐ black ☐ gold ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ $45. each Plus Options: ☐ 650 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

#8 ☐ 27" ☐ silver ☐ black ☐ gold ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ $50. each Plus Options: ☐ 650 ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

#9 ☐ 27" ☐ red ☐ yellow ☐ blue ☐ Surfer ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ $37. each Plus Options: ☐ 650 ☐ B & G ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

#10 ☐ 27" ☐ red ☐ blue ☐ black ☐ green ☐ gold ☐ silver ☐ RR—6 ☐ OR—6 ☐ RW—6 ☐ OW—6 _____ (quantity) @ $40. each Plus Options: ☐ 650 ☐ CA Slalom ☐ RR—8 ☐ OR—8 ☐ RW-tun ☐ OW-tun ☐ mag Total $_____

OPTIONS AVAILABLE

For ACS 650's add $4.
For ACS 651's add $3.
For Black & Gold finish on ACS trucks add $1.
For California Slalom's add $3.
For Giant RR—8 (red) or OR—8 (orange wheels) add $4.
For Red Wide Tunnel or Orange Wide Tunnels add $3.

WHEEL SIZES:

ROADMASTER/6—2⅛" × 2½"/RR-6 or OR-6
ROADMASTER/8—2⅛" × 3"/RR-8 or OR-8
ROADMASTER WIDE/6—2½" × 2¼"/RW-6 or OW-6
ROADMASTER WIDE TUNNEL-3" × 2¼"/ RW-tun or OW-tun

IKS Koyo

SHIP TO: _____
NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

$_____ Sub total
Add 6% sales tax
$_____ For California residents only
$_____ Add $3. ($5. foreign) for Shipping
Total money order or check enclosed
$_____ NOTE: ALL foreign orders MUST be paid in US$ conversion

DISCOUNT TO DEALERS

WIZARD PARKS

The largest chain of skateboard parks in America.

Dear Future Skatepark Owner:

I've personally analyzed and visited 17 major skateboard parks from coast to coast, conducting in-depth talks with owners, managers and skateboarders. Different companies offered package deals, ranging in cost from $100.00 to $20,000.00 plus a percentage of 5 or 6% of the gross. The cost would depend on the size of your pocketbook. Big profit was the order of the day, but I decided to look before leaping.

Having conducted an aggressive research program of my own, it was time to get a view of the entire skateboard park picture from skateboarders and designers who also skateboarded.

Ron and Sondra Forkner were in their mid-twenties and had cut their eye-teeth on skateboards. They agreed to take a trip across the country, skateboarding in at least 35 to 40 parks and keeping a daily documental report on their conclusions, taking pictures of each park as well as gathering statistics.

For the past 20 years, I've had a successful real estate business. The skateboard park concept had come along and fascinated me. However, I've always been conservative and wanted the benefit of the information gathered by these three skateboarders before making a major financial commitment.

Their final conclusions and recommendations were invaluable in making my determination to go into this business on an around-the-clock basis.

I had come up with many ideas of my own about creating a park design far superior to anything on the market. The designer on the trip, Phil Albright, also produced some fantastic innovations.

The idea of neighborhood parks for the kids and its lucrative spectator potential was already being reflected in bigger and better parks. First-generation parks were now growing up into big business, with opportunities abounding.

WIZARD PARKS was founded by Nelson Burton in North Carolina and was reaching from New England to Dallas, Texas, with parks either under construction or already in operation. I had had opportunities to join forces with several companies, but WIZARD was the only one who had "gone out and done it."

We have acquired exclusive licensing rights for the 16 Western states, and they have put together a team of people who live and breathe skateboard parks. The key people have been in the skateboard industry for years:
RON & SONDRA FORKNER—Both in their mid-twenties and skateboarders. They've gone from the manufacturing level all the way up through the complete management of parks: They've done it all.
PHIL ALBRIGHT—Age 25, a talented park designer and skateboarder. Phil traveled with Ron and Sondra and carefully documented the best features of each park.
ALLEN MAXIE—He was a key man during the development, construction and management of two of the largest parks in the country, namely, SKATOPIA and SKATEBOARD WORLD. He communicates on a first-name level with most of the manufacturers and pro skaters. He is strong in personnel management and speaks the language of the skateboarder.

To build WIZARD PARKS in and out of Colorado, we searched for a construction company whose credentials are of the highest order. We found such a firm in the CENTRIC CORPORATION, a 600-employee general contracting firm and a member of the elite group of the 400 largest construction companies in America.

Finally, there is Steve Peterson, our architect, designer and sculptor. He took to skateboard park designing like a duck takes to water. Getting the input from Ron, Sondra, Phil and Allen, he has merged it all with his own dynamic approach to park design.

The WIZARD PARKS SYSTEM has the largest park on the East Coast in Raleigh, North Carolina. This facility is utilized for invaluable on-the-job training for new WIZARD PARK owners who come to Raleigh for a week of intensive training.

This combined team effort has resulted in the design and construction of our $600,000.00 facility in Denver, Colorado, which is presently coming out of the ground. Our research indicated we are ahead of the market by at least 18 months. Smaller design packages for the more conservative WIZARD PARK future owners are available to suit any budget.

Should you be interested in more information, feel free to write to our address below.

Yours truly,

Peter K Klayman

Peter Klayman

P.S. From the standpoint of potential profit, many companies are projecting pay-out periods ranging from 12 to 18 months. We have structured our projections on the basis of a 24 to 36 month pay-out period.

WIZARD PARKS • THREE PARK CENTRAL • 1515 ARAPAHOE, SUITE 871 • DENVER, CO 80802

"DVB" ON A CUSTOM 31" WALLBOARD
PHOTO: B. KRAMMER

OFF THE *WALL* . . .

The very strongest material yet for wood boards. Our thirteen layer hardwood laminate gives EH Wallboards the structural strength to withstand the daily impacts and wipes that accompany radical pool and bank riding. Designed not to crack or split in situations where most woodies will.

"TOLO" ON A 29" WALLBOARD
PHOTO: R. KRAMMER

ON THE *WALL*. . . . . .

Incredibly strong yet light and highly responsive. Constant design research and development over the past year by the very best pool and bank riders in Colorado has produced highly functional templates and beveling theories designed for maximum performance in pools, skateparks and on banks anywhere.

CUSTOM 31" WALLBOARD 29" WALLBOARD
PHOTO: R. KRAMMER

EH WALLBOARDS

The word is out! For months the most respected skaters in Colorado have been calling it the best board on the market. What do they know that you don't? That Wallboards are happening. Ride one soon and see for yourself!!

27" Wallboard 26.95, 29" Wallboard 27.95, 31" Wallboard 28.95, 28" Freestyle 27.95, Custom laminated Wallboards 65.00 (extremely limited basis), EH T-shirt 6.00. Boards pictured with Tracker Trucks and Kryptonics Wheels (not included in price).

All boards can be ordered directly from us. Delivery 1-3 weeks, add $2.00 postage and handling. Colorado residents add 5.5% sales tax. Send cashiers check or money order to: EH Wallboards, P.O. Box 1009, Boulder, Colorado, 80302. Dealer Inquiries Welcome. (303) 494-4876.

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IMITATION IS A COMPLIMENT. OJ'S ARE THE MOST COMPLIMENTED WHEEL IN THE WORLD. BUT JUST BECAUSE A WHEEL LOOKS LIKE OJ DOESN'T MEAN IT WILL PERFORM LIKE AN OJ. SOME THINGS CAN'T BE COPIED.

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Incl. ■ postage if outside continental US. Calif. add 6% sales tax. Money order ■ cashier's check will speed delivery. 5 day delivery time on all retail orders.

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EXTRA

Broadjumping and Bunnyhopping, Bobby Piercy-style (New Jersey's Vernon Valley Skate Park is just three miles from The Playboy Resort and Country Club). Bunnies, from left to right: Dede, Joey and Bridgit. Photo: Glen Friedman.

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- ELBOW PADS
- WRIST SUPPORTS

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SHOCK ABSORBERS are professionally designed to do what pads and wrist supports are supposed to do — *SPREAD THE SHOCK.* The SHOCK ABSORBER fully adjustable Elbow/Knee Pad disburses the shock away from the bone and cushions the impact. The SHOCK ABSORBER Wrist Support is the first to have sturdy aluminum stays on both sides of the wrist to help prevent serious sprains and breaks.

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Item B — WRIST SUPPORT $14.50 (prices are per each item)
Add .50 for shipping — California Residents add 6% Sales Tax.
COLORS: Blue Red Orange Black
SIZE (Item B) Small Medium and Large

ITEM	QTY.	COLOR	SIZE		
_____	_____	_____	_____	Amount $	_____
_____	_____	_____	_____	Sales Tax	_____
_____	_____	_____	_____	Shipping	_____
				Total $	_____

Name _____
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Functional Design from the West Coast.

Functional Design boards have been developed by and for skaters who are very particular about what they ride. The result: proven shapes you can rely on!

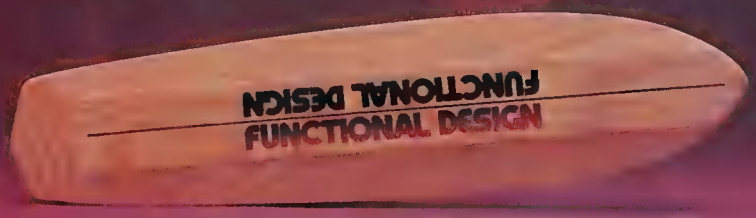
West Coast SkateBoards, the shop that specializes in tailoring equipment to fit you is now featuring the Functional Design skateboard blank.

You can order a beveled bottom board with kick tail in the following sizes: 26 inches ($17.95), 28 or 30 inches ($18.95), or 32 inches ($19.95). A deep-rout board with kick tail is $18.95 for either the 28 or 30 inch blank.

For each board, please add $2 for postage and handling (California residents add 6% sales tax). Mail to Functional Design, c/o West Coast SkateBoards, 3317 Highland Avenue, Manhattan Beach, California 90266. For a drilled blank send hole pattern of truck.

When you are in the South Bay area, drop by West Coast SkateBoards and check out our boards. And pick up any other skateboard accessory you may need.

Dealers Welcome.



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Safe-T-Palm is made of metallic design, and durable plastic material. They will match with your colorful skateboard beautifully. Available colors are white, gold, blue, and red.

Safe-T-Palm comes in three sizes as follows:
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Name_____
Address_____
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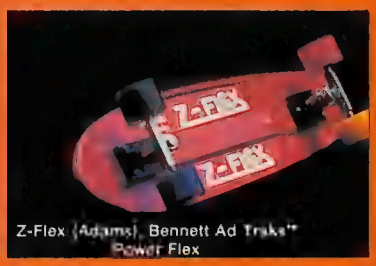


Z-Flex (Adams), Bennett Ad Traks™ Power Flex

Kanoa Park Rider, X-Cal Pros, Lemon Juice

Logan K. Bennett Ad Traks™, Hesters

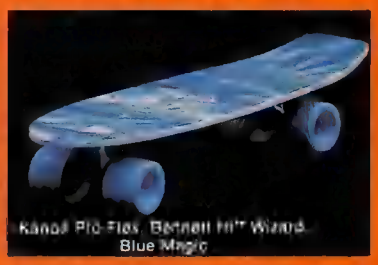
G & S Peralta, Gull Wings, Yo-Yo Pros

Z-Flex Lightwt. Trackers, R. Rider 6's

Kanoa Oak Kick, Mid Track 50/50

Weber, Trackers, Weber Freestyle

G & S Cathey, Bennett Pros, Yo-Yo Pros


Kanoa Pro Flex, Bennett Hi™ Wizard, Blue Magic

Sims Oak Kick, Bennett, Hi™ Sims Comp II

Banne Ash K, Banne '100', DK 51 TANG

G & S Bowl Rider, Bennett Pro's, Yandall Bowl Rolls

Mike Weed, Gull Wings, Krypt. Red 60mm

Sims Taper K, Bennett Pros, Sims Bowl Rider

Hobie Park Rider, Bennett Hi™, OJ Slaloms

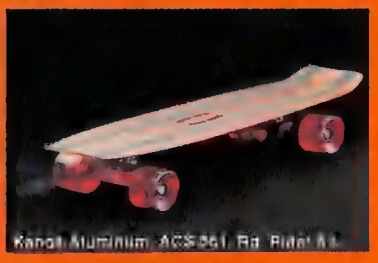
Santa Cruz SK, Bennett's, R. Rider 4's

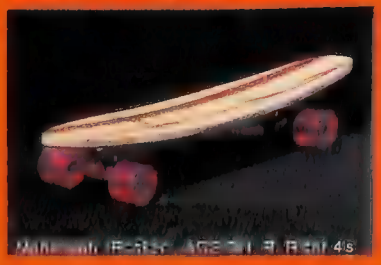
Quicktail, Bennett Pros, Bones

Howell, Speed Spring 50/50

Logan Almond K, Bennett Pros, OJ Supers

Kanoa Mahogany K, HalTracks, 70 mm Krypt


Kanoa Aluminum, ACS 561, Rd. Rider 6's


Mahanah (Rocker), ACS 561, R. Rider 4's

Maherajan SK, ACS 561, R. Rider 4's

Magnum "Shooting Star", Magn., Mag. Wheels

Chesstick, Bennett Pros, OJ Hot Juice

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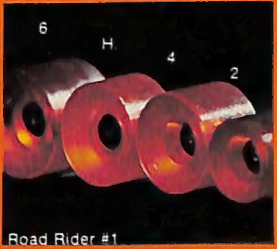
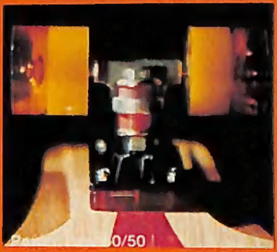
Bennett (Best)

Aligator™ 'Smokin Grip'



Road Rider #1

Gull Wing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OJ Hot Juice — Super 'Tri Blend'

ACS

Lemon Juice Lg. Bearing

Yo-Yo Pro

Tracker

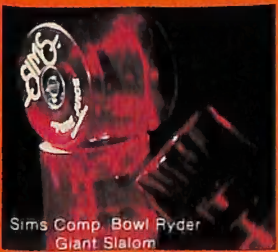
Wizard Rim Shot, Blue Magic

Powell "Bones"

Magnum

Power Flex 5's

Yandall "New Slalom"


Sims Comp. Bowl Ryder Giant Slalom

Sims Comp II Mini Comp

Krypt. Gr. 70mm, Blu 60mm

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SKATEBOARD TOP ALONE—Abbreviations (F) Flat (SK) Single Kick (DK) Double Kick (B) Blue (R) Red (Y) Yellow (O) Orange (G) Gold (Price for one, no wheels, or trucks)

- ☐ KANOA FLEX "NEW" WIDE $15.95 ☐ SK ☐ 24" ☐ 27" ☐ 25", ☐ Blue & White ☐ Yellow & Red
- ☐ KANOA "NEW" WIDE DESIGN ALUMINUM% No Sag, Good Flex, Grip Tape, $16.95 ☐ SK ☐ DK ☐ B ☐ R ☐ G ☐ 24" ☐ 27"
- ☐ KANOA OAK KICKTAILS, Grip Tape included ☐ Park Rider SK w/wheel wells $17.95 ☐ Oak SK $15.95 ☐ 26" ☐ 29" ☐ 32" ☐ F $8.95 ☐ 24" ☐ 27"
- ☐ KANOA MAHOGANYS—Ultra Clean w/grip deck ☐ SK "NEW" $15.95 ☐ 26" ☐ 29" ☐ 32" ☐ F ☐ 24" and ☐ 27" $11.00 ☐ 32" and ☐ 36" $13.95 ☐ 40" $14.95
- ☐ CHAPSTIK (Chris Chaput's own design #1 Freestyler) Wide Body 7¾", lightweight, durable, no chipping maple, wide wedge insert kicktail for footing and grip. Deck for Freestyle+Park Riding ☐ 26" Freestyler $23 ☐ 29" $25 ☐ 32" $26 (Available July '77)
- ☐ GORDON & SMITH ☐ 26" Freestyle $24.95 ☐ 25" Kick $24.95 ☐ 27" Kick $26.95 ☐ Pro Slalom 26" $24.95 ☐ Pro Slalom 29" $28.95 ☐ Bowl 27" Stifflex $26.95 ☐ Bowl 29" Stifflex $28.95 ☐ Steve Cathey Freestyle $27.95
- ☐ GORDON & SMITH Peralta Warped Tail ☐ 25" $19.95 ☐ 27" $21.95 ☐ 29" $23.95 ☐ Z-Flex ☐ Jay Adams 30" $38.95 ☐ "NEW" Lightweight w/rocker $27.95 ☐ SK $27.95 ☐ B ☐ Y ☐ R
- ☐ BAHNE—PRESSED FIBERGLASS $16.95 ☐ 24" ☐ 27" ☐ 30" ☐ B ☐ Y ☐ O
- ☐ BAHNE ASH KICK ☐ 24" $19.95 ☐ 27" $20.95 ☐ 30" $21.95
- ☐ HOBIE ☐ Surf Flex (K) $24.95 ☐ 24" ☐ 27" ☐ Mike Weed 27" Kick $27.50 ☐ Weaver (K) II Laminates 30" $39.95 ☐ Park Rider ☐ 26" $19.95 ☐ 28" $21.95 ☐ 30" $23.95
- ☐ WEBER ☐ 28" Strata Flex $27.50 ☐ 28" Woody Cutaway (K) $27.50 ☐ Woodie (K) $21.95
- ☐ LOGAN ☐ No Kick $15.95 ☐ Kick $18.95 ☐ 25" ☐ 27" ☐ 29" ☐ Brad 31" $19.95 ☐ Torger (K) 32" $19.95 ☐ Torger Flat $18.95 ☐ Slalom $18.95
- ☐ LOGAN ALMOND (K) ☐ 25" $24 ☐ 27" $25 ☐ 29" $25 ☐ Brad 31" and ☐ Torger 32" $27.50
- ☐ LOGAN ROSEWOOD (K) ☐ 25" $27 ☐ 27" and ☐ 29" $28 ☐ Brad 31" and ☐ Torger 32" $29
- ☐ BANZAI (DK) $15.95 ☐ B ☐ G ☐ R
- ☐ SANTA CRUZ ☐ Kick 26½" $24.95 ☐ 28½" $24.95 ☐ "New Hot" 5-ply Wood Laminates 27" $24.95
- ☐ TORQUE Pro Slalom 28" $25.95
- ☐ SIMS OAK FLAT ☐ 25" $17.95 ☐ 27" $18.95 ☐ 30" $22.95 ☐ 36" $26.95 ☐ 44" $28.95
- ☐ SIMS OAK KICK ☐ 25" $18.95 ☐ 27" $19.95 ☐ 30" $23.95 ☐ 36" $27.95 ☐ 44" $29.95
- ☐ SIMS TAPER KICK ☐ 27" $34.95 ☐ 30" $37.50 ☐ 36" $42.00 ☐ 44" $49.95 ☐ SIMS "New" Light Weight (available late August '77) ☐ 27" $26.50 ☐ 30" $28.50
- ☐ SIMS Lonnie Toft ☐ 27" $28.50 ☐ 30" $29.95
- ☐ QUICKTAIL by Quicksilver ☐ 28" $44.00 ☐ 30" $60.00 Your Weight ________
- ☐ MAGNUM 775 M Deck (available July '77) $21 ☐ Magnum "Shooting Star" 30" $35.00
- ☐ HOWELL Kick ☐ 27" $23.50 ☐ 30" $24.50
- ☐ MAHERAJAH "as Weaver" ☐ Rocker ☐ 28" $36 ☐ 30" $38 ☐ Kick ☐ 28" $34 ☐ 30" $36

TRUCKS (2 needed per skateboard) price per Truck

- ☐ Bennett Trucks ☐ Hijacker 5" Axle $6.95 ☐ Pro 5⅝" Axle $8.95 ☐ Pro Ad+Trak® $10.50 (All for precision bearing wheels)
- ☐ TRACKER w/½" Pads $10.95 ☐ Haf-Trak $10.50 ¼" Pads ☐ Mid Trak $10.95
- ☐ BAHNE '110' $5.95 ☐ '150' 7-1/6" axle $9.95 ☐ "New" '130' $6.95
- ☐ ACS ☐ 650 $7.95 ☐ 651 $7.95 ☐ 500 $5.95 ☐ 430 $3.50 ☐ (Gold add 50¢)
- ☐ X-CAL ☐ GALAXY $3.95 (wide axle) ☐ 3-Spring $10.95 ☐ "NEW" Pro 6" axle $6.50
- ☐ SPEED SPRING ☐ Freestyle $6.50 ☐ Split axle $7.95
- ☐ "NEW GULL WINGS" $15.95 (6¼" axle) ☐ Support Bracket add $2.50
- ☐ CALIF. SLALOM $6.95 (7" axle) ☐ Pro $6.95 ☐ Stroker $28.95 (individ. suspension) ☐ BANZAI $7.95
- ☐ MAGNUM Hi-Velocity Truck $17

WHEELS (four needed for complete skateboard) (For precision wheels w/out precision bearings, deduct $2 per wheel. All precision wheels come complete w/2 precision IKS Bearings and adapter sleeves, truck style.) For German Speed Bearings add $1.00 per wheel; for Southern California Computer Speed Bearing add $7.50 per wheel. (These are the fastest bearings around. Lifetime Guarantee.)

PRECISION BEARING WHEELS

- ☐ ROAD RIDER ☐ #2 $4.95 ☐ #4 $6.95 ☐ #6 $7.95 ☐ Hester $6.95 ☐ #4 Park Rider $6.95 ☐ #5 Logan Park Rider $7.50
- ☐ SIMS Pure Juice ☐ Comp 2½" x 2⅛" wide $7.25 ☐ Comp II $7.50 ☐ Bowl Ryder 2¼" x 2-11/16" wide $7.25 ☐ Giant Slalom (for wide trucks) $7.50 ☐ Mini-Comp (Freestyle) $6.75
- ☐ OJ ☐ Slalom $6.50 ☐ Superjuice $7.50 ☐ "NEW" Hot Juice $7 (available July '77)
- ☐ CADILLAC ☐ DK '38' slick $4.25 ☐ DK '51' ☐ Blue or ☐ Tangerine $6.25
- ☐ STAR TRAC (Kryptonics) ☐ 60mm $6.95 ☐ 70mm $7.95 ☐ 80A Blue ☐ 85A Green ☐ 75 A Red (other colors or sizes unavailable)
- ☐ ROLLS ROYCE ☐ Cobra 60m $6.50 ☐ Cobra Comps $6.95 ☐ Waimea $6.75 ☐ Bonzai $7.25
- ☐ WEBER ☐ Mini Slalom $3.95 ☐ Freestyle Reg. $4.95 ☐ Freestyle Speed Wheel $5.50 ☐ Pool Rider Reg. $5.50 ☐ Pool Rider Speed Wheel $6.25
- ☐ POWER PAW 50/50 ☐ Slick $4.50 ☐ Stoker $6.50 2" x 2" ☐ Big Paw $7.50
- ☐ ALIGATOR® $8.50 (available mid-June '77)
- ☐ STEVE CATHEY YO-YO $6.50 ☐ Pro $7.50 (available July '77)
- ☐ Magnum Wheel System (includes tuning fork, one wheel, alu. core+hub adapts to any truck) ☐ Formula FS (Freestyle) ☐ SL Slalom $12.50 ☐ Interchangeable Tires $4 ea. ☐ SL (Shown) ☐ FS
- ☐ BONES/POWELL "Quicksilver" ☐ Park Rider $7.95 ☐ Slalom $7.50
- ☐ YANDALL "NEW" ☐ Slalom $6.50 ☐ "BOWL ROLL" $7.50 (available July '77)
- ☐ LEMON JUICE (LJ) by So. Bay Rec. w/large IKS bearings $9.95
- ☐ WIZARD ☐ Rimshot $7.95 ☐ Blue Magic $9.95 (large bearing)
- ☐ POWER FLEX ☐ #3's $6.75 ☐ #5's $7.75 ☐ #7's $8.75 ☐ EMOTION ☐ Speed tone $8. ☐ Slalom tone $9

SKATEBOARD ACCESSORIES

- ☐ GERMAN SPEED BEARINGS $1.75 ea. ☐ So. Cal Computer Precision Speed Bearing (fastest/no friction) $5.00 ea. ☐ Tracker Cushion (4) $1.50 ☐ ACS Cushion (4) $1.50

☐ BENNETT RED CUSHIONS (4) per set $2; ☐ Wheel extenders $1.75 per set ☐ Non-precision 5/16 axle ☐ Precision; ☐ Kicktail spoiler (adapts to tail) 99¢; ☐ SHOCK PADS for one ☐ ½" Red Urethane $1.00 ☐ ¼" Red Urethane 75¢ ☐ ½" Rubber 80¢ ☐ ¼" Rubber 40¢; ☐ "Rad Pads" per set $4.94 ☐ Hard ☐ Soft ☐ Freestyle $5.95 Urethane; ☐ PROTECTIVE 3" Bumper 35¢ ea.; ☐ Precision IKS Bearing $1.25; ☐ WRENCHES #4-way $1.95 ☐ Super wrench $4.95 ☐ T-wrench $1.50; ☐ GRIP TAPE per foot, widths ☐ 1" 20¢ ☐ 2" 40¢ ☐ 3" 60¢ ☐ 4" 80¢; ☐ SAND GRIP Deck kit $2.95 Toe Hold; ☐ Metal Base Plate for Bennetts $2.50 ☐ ACS $2.50 ☐ Gull Wing $2.50 ☐ Tracker $3.00 ☐ New Bennett $2.50; ☐ WRENCH HOLDER (adapts to board) 90¢; ☐ Bennett lock nuts 30¢; ☐ Axles ☐ Bennett Hijacker® (precision only) $2.00 ☐ Pro 5⅝" (prec.) $2.50 ☐ Ad Trak® (prec.) 6⅛" $3.00 ☐ 5/6" Axle 80¢ Chicago or Sure Grip Axle 80¢; ☐ SKID PLATES $1.95—protects tail of board ☐ Metal ☐ Urethane ☐ "NEW" Dual Skid plate or kicktail $2.00; ☐ ACTION BOLTS $1.50—TRUCK STYLE ________; ☐ ACTION LOCK NUTS 50¢—TRUCK STYLE ________; ☐ Robinak Skate Pack $17.00

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ALLOW 2-3 weeks Delivery

Shipping & Handling Costs		USA	INTERNATIONAL
Complete Skateboard (Top)	Surface	$3.00	$13.00
and 2 Trucks w/wheels	Air	$5.00	$21.00
Four Wheels or trucks	Surface	$2.00	$ 3.50
alone	Air	$2.75	$10.00
Other Under 2 pounds	Surface	$ .85	$ 1.50
(Accessories)	Air	$1.50	$ 2.50

Dear Kanoa Surf, Enclosed is ________
plus mailing and handling $ ________ 6% Cal. Residents Tax $ ________
Optional mailing insurance $ ________ Total $ ________
List Items Wanted ________
Name ________
Address ________
City ________ State ________ Zip ________
Dear Kanoa Surf, please send me the above order and charge it to my MASTER CHARGE or BANKAMERICARD.
☐ MASTER CHARGE ☐ BANKAMERICARD (Check One)
Card # (as printed on card) ________
Expiration Date of Card ________ Signature ________

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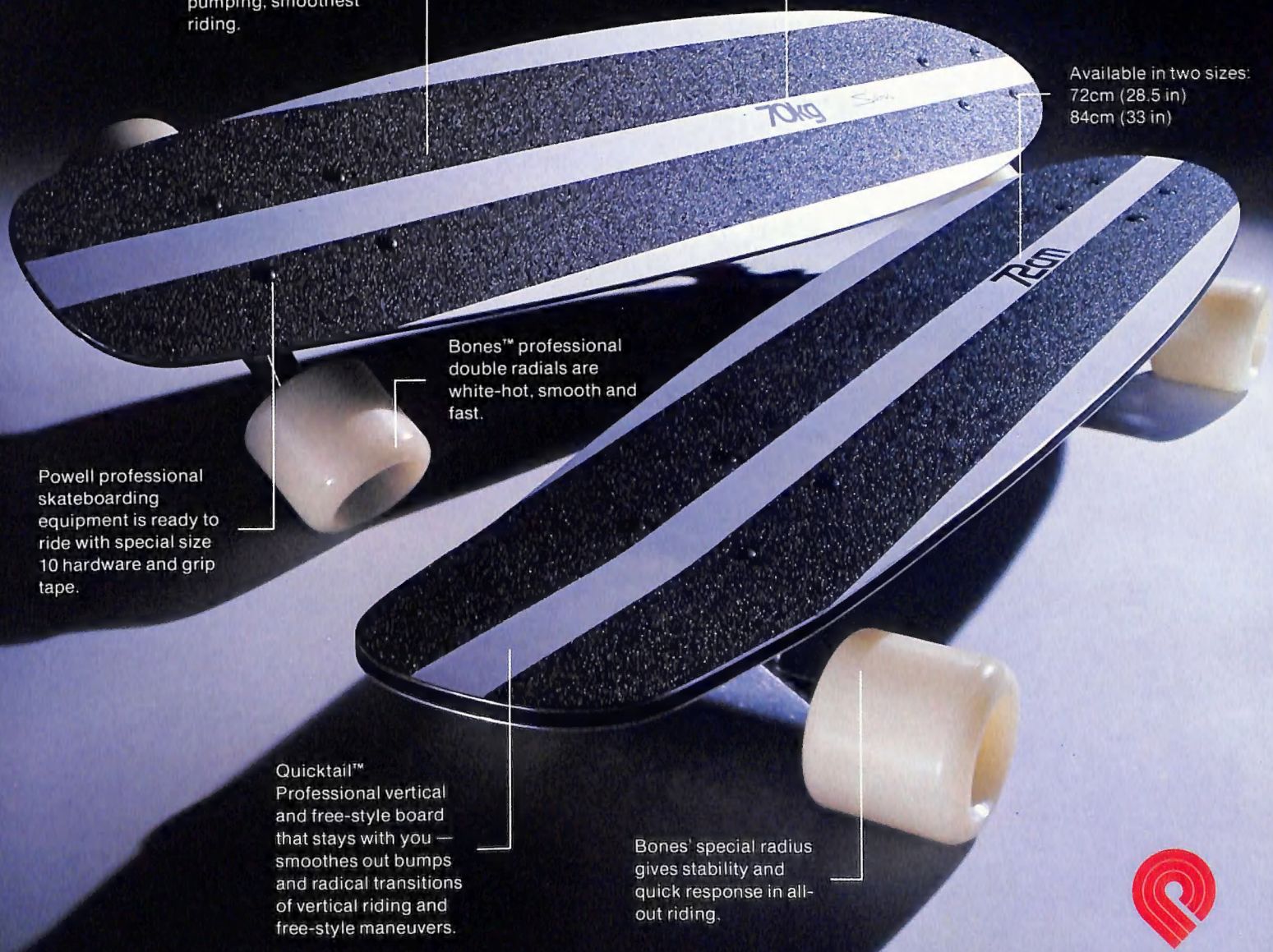

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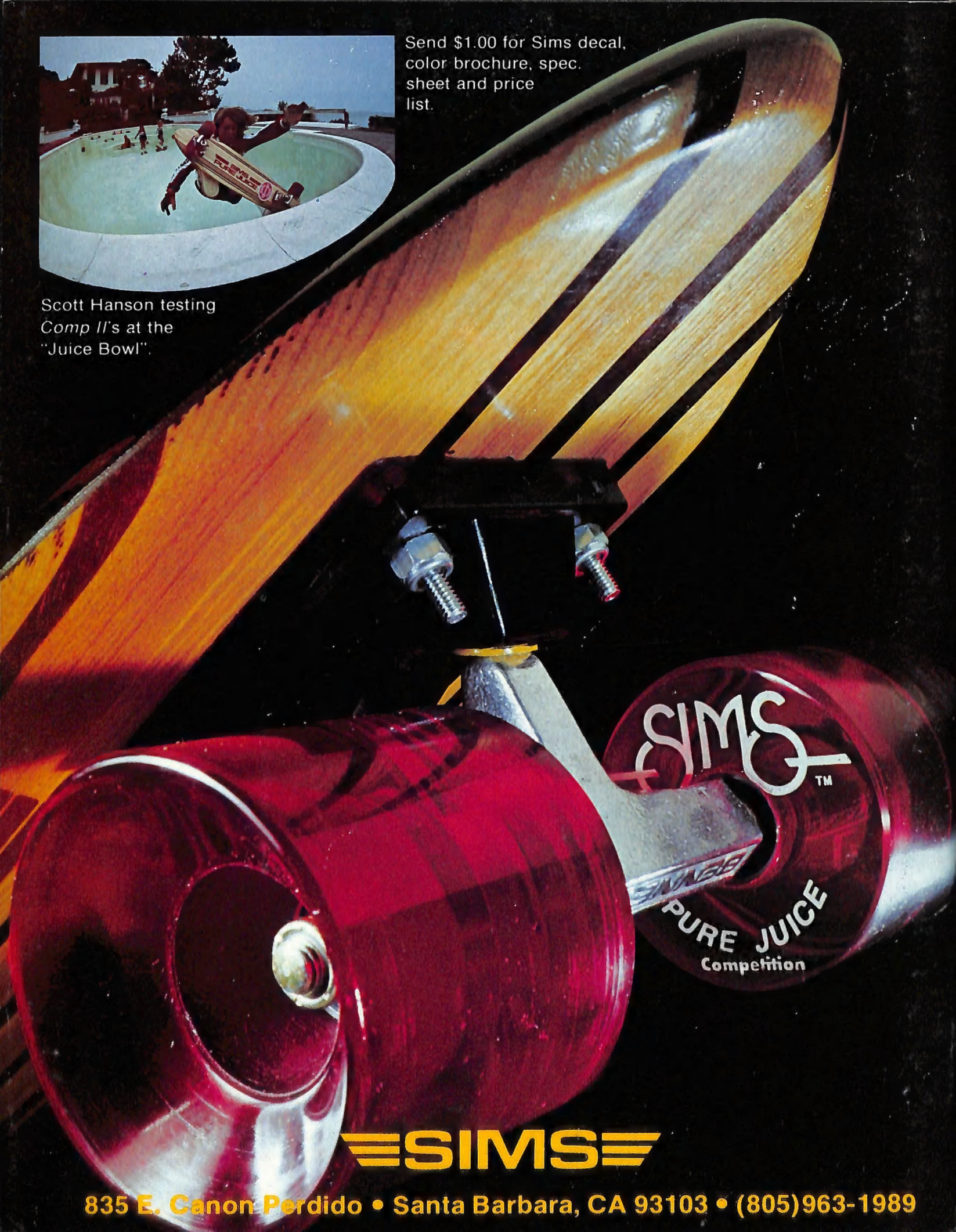

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